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HUNT'S MERCHANTS' MAGAZINE

AND
COMMERCIAL REVIEW.

MARCH, 1854.

Art. I.—COMMERCE OF THE UNITED STATES.

NO. VI.

MARYLAND—WILLIAM CLAYBORNE, HER FIRST MERCHANT—CONNECTICUT—SHIP-MONEY—SALEM—PROVIDENCE—NEW HAVEN—NEW SWEDEN—COMMERCIAL LEGISLATION IN MASSACHUSETTS—TOBACCO, ETC., IN VIRGINIA—MANUFACTURES: COTTON, IRON, ETC., IN MASSACHUSETTS—TARIFF IN CONNECTICUT—CIVIL WAR IN ENGLAND—NEW ENGLAND CONFEDERACY—FIRST NAVIGATION ACT—BEGINNING OF THE WEST INDIA TRADE—REVIEW AT 1650.

CALVERT, Lord Baltimore, after ineffectual attempts to establish a Catholic colony at Newfoundland, had obtained from Charles, in 1632, a grant lying within the domain that had belonged to the defunct Virginia Company. The charter stipulated that *no tax whatever* should be imposed by the crown upon the colony to be founded by Baltimore, and also expressly provided for the freedom of the fisheries within the adjoining waters. Baltimore made agriculture the basis of the settlement, granting most liberal terms to the settlers. To all persons defraying the expense of their own emigration, he gave one hundred acres of land, and as much for each adult of their families, and fifty acres for children under six years of age. To any one carrying out five persons and paying their expense, estimated at £200, the grant was one thousand acres. Full security of property and freedom of religion was guaranteed.

Although agriculture was to be the prime pursuit, Commerce was by no means designed to be neglected. Indeed, more favorable circumstances for its growth could hardly be named than those above stated.

The first party sent out to form the colony of MARYLAND consisted of 200 emigrants under Leonard Calvert, provided, beside necessities for themselves, with articles for trade with the Indians. Sailing in December, 1633, they arrived in March, 1634. Calvert bought of the Indians a large tract on a branch of the Potomac, the purchase including the present occupation of half of an Indian village, with the right to the corn growing adjacent,

and the possession of the whole village at the end of harvest. The payment was made in hatchets, knives, hoes, cloth, and other articles. The harvest proved abundant, and the colony, unlike its predecessors, had neither want nor the fear of it. Great advantage was derived by the propinquity of the settlement to Virginia, with which a trade was instituted from the first, the Virginians supplying them with meat, poultry, &c.

Clayborne, whose trading establishments in the upper waters of the Chesapeake, under a previous patent from Charles and the authority of Virginia, we have noticed, was summoned to yield obedience to the government of the new colony, which he refused to do. The government of Virginia upheld him, and complained of the settlement by Baltimore as an encroachment upon their charter, and its intercourse with the Indians as an invasion of their own rights of trade. The dispute was carried to the Court of the Star-Chamber in England, which decided that "things stand as they do;" the planters on either side to have free intercourse with, and to mutually assist each other.

Our historians have uniformly done great injustice to the character of William Clayborne, as has been too much the case also in regard to another merchant figuring largely in the early annals of another colony—Jacob Leisler, in New York. It is full time a better award were made to these men. Some amends have indeed been made toward Leisler; but no American writer, we believe, has essayed a defense of the first established merchant within the State of Maryland. The invariable style, followed even by so late a writer as Bancroft, is to speak of him as a turbulent, reckless fellow, whose whole desire was to harass and injure the colony of a man whose aim was to live on good terms with everybody, in which assumption an overjustice is done to the character of Baltimore.

Clayborne's patent, indeed, referred to *trade* only, and did not expressly authorize *settlement*; but this distinction was only a subterfuge of the jurists who dared not displease Charles, with whom Baltimore was a favorite. The very idea of trade carried on in the heart of an Indian country implied settlement among them, without which it could not be conducted upon any considerable extent, or with much profit. All adventurers, of all nations, hitherto essaying continuous trade with the Indians, had considered the establishment of posts in the Indian country an essential part of the plan, and whoever asked of any king the right of this traffic, was understood to receive in the grant, the right of forming these necessary establishments. Indeed, trade was itself regarded as a principal means by which the colonies were to be nursed into strength, and to become profitable to their founders and patrons, and, as we have noticed, in all the patents hitherto specified, by whatever nation granted, Commerce was the leading object indicated as a contemplated result of the authorized colonization. Trade, then, implying settlement, and settlement involving the extension of trade, matters so greatly in the desire of all the European governments possessing territory in America, these governments were not inclined to refuse applications for either object in that quarter, but usually insisted on the union of both in every patent that was issued for adventure thither. The English king and courts could not but know what Clayborne was doing under the grant to him. If he had violated the terms of his charter in establishing settlements, he would have been informed thereof. Not only was no dissatisfaction shown, but the government could not but be pleased that so enterprising a man had taken in hand to forward the object it so earnestly desired,

of extending and strengthening its American settlements and its American Commerce. It was certainly glad to hear of a flourishing establishment upon Kent Island, upon which Clayborne had expended so large a sum as £6,000, and which had risen to the consequence of sending two burgesses to the Virginia Assembly.

Again, there was the right of Virginia within the disputed territory. The whole cession to Baltimore was within the original grant to the Virginia Company of London. That association, it is true, had been several years suppressed, and Virginia had become a royal province. But had the original stipulations made between the king and the company no virtual application toward the colony itself, which still existed? One portion of those stipulations directly, and the rest of them indirectly, concerned the interests of the settlers, who had come over in the guaranty afforded by the charter of certain privileges and encouragements, which were to be perpetual, or if changed, were not to be diminished.

One of these provisions regarded the *extent of territory* the settlers might occupy, thus securing to them, within certain limits, the extension of settlement without any rupture of social and political affinities. The charter to Clayborne, combined with his arrangement with Virginia, had occasioned the formation of settlements in the upper portion of the assigned territory of that colony, and settlers from other parts of Virginia, as well as people from abroad, had been induced thither in the accepted understanding that the authority of Virginia reached over and was engaged to protect them and their interests, and were entirely unwilling that any other power should supersede her in that office. Had the king or his courts any right to disintegrate a colony thus established and thus extended under charter from his own hand?

But in regard, once more, to Clayborne's right of settlement, suppose he had no authority to establish permanent stations: the undisputed *right of trade*, still of itself alone, fully invalidated Baltimore's claim. Colonization, or a forced jurisdiction by the latter within the region assigned to Clayborne's use, would have interrupted and defeated *that* object; and as the charter of Clayborne had priority, and stood yet unrevoked—there being, indeed, no reasonable pretense that could be urged for its revocation any more than for the withdrawal of that of Baltimore himself—the latter was plainly shut out, if the dictates of justice were heeded, from whatever territory his antagonist had appropriated.

Finally, there was no occasion for any collision of the establishments of Clayborne and Baltimore, arising out of any necessary interference of one with the interests of the other. The distance between them was sufficient to conserve harmony, had both parties been desirous of peace and kindly relations. If either was disadvantaged by the other, the inconvenience was on the side of Clayborne's establishment, which, being further up the bay than the other, might be considered liable to have its connection with the ocean interrupted by its neighbors below. The position of Clayborne's settlements, too, would have made them some protection to the lower ones against the Indians. As for room, Baltimore could have no fear the expansion of his colony would at any time be curbed from a want of that nature. It was, then, the fault of this man, so much praised as the paragon of justice, benevolence, and liberality—qualities which he failed in more cases than this one to exhibit—it was the fault of him, and of agents acting under his orders, that the needless quarrel between two young settle-

ments in America arose; that war followed, that blood was shed, and that peaceful and prosperous establishments were broken up and given over again to desolation.

The decision of the Star-Chamber, certainly, offered no excess of justice to Clayborne. Either he had rights within the disputed district or he had none. If he had any right, either of settlement or trade, Baltimore had none of either. If he had no right, justice to Baltimore, nay, the explicit obligations of the patent granted to him, left no other course but the unconditional submission or total expulsion of the interloper and his adherents. It is astonishing that facts so self-evident as those we have considered should have been so entirely overlooked by all our historians, of whom it may be suspected that, on this point at least, the most have been too much inclined to rely upon each other's assertions, instead of patiently examining the case for themselves.

In 1634, *three thousand* emigrants came to Massachusetts Bay from England. To stop the tide which tended thither so strongly, the king ordered, this year, by proclamation, that none above the condition of serving-men should emigrate without leave. Intolerance on the part of the colony, also, was now added to the causes tending to limit its prosperity. Roger Williams was banished as a Quaker,* and thenceforth, to about 1660, Massachusetts was involved in, and her interests affected by continual religious conflict.

The Dutch sent a force from New Amsterdam to dislodge the settlers from Plymouth, on the Connecticut; but finding the latter too strongly posted, they returned.

Charles I. commenced, in 1634, levying *ship-money*—a leading cause of his overthrow. The measure was founded upon an ancient practice of British kings, of exacting ships of the coast towns, money being accepted from those towns which chose to give it in lieu of furnishing the required vessels. The practice was resorted to only for defense in a period of war. Charles revived it in time of profound peace, for the sake of ordinary supplies, and extended it to the whole kingdom. The colonies were exempted, not entirely, however, we must suppose for their weakness. Charles looked rather unfavorably on one of them at least—Massachusetts—and would gladly have imposed some burden on its too free energies. But the parliamentary party held possession of London and the principal seaports, so that any revenue brought from the colonies would have inured to the benefit of his enemies; and, beside this, he knew it was in contravention of the charter given by himself and his father to tax the colonies without their consent, and probably was not yet prepared to attempt the folly which was reserved for men who thought themselves wiser than he. The ship levy was not without benefit to both Great Britain and her colonies. It enabled the collection of that fleet with which the Dutch were afterward defeated, and the commercial supremacy of England finally established.

The number of villages clustered around the Bay of Massachusetts, and the extent of their population, now encouraged progress to the *westward*. Only seven years, therefore, from the settlement of Salem, the first town within Massachusetts, a party of sixty, led by Rev. John Hooker, went one hundred miles into the wilderness, and founded the town of Hartford. With

* The *Quakers* were then the most extravagant, rude, and contentious of religious sects, instead of being, as since, by a strange metamorphosis, the reverse of all this.

this and the Plymouth movement toward the same quarter, began that *western emigration* which has since assumed so great a magnitude, and to which New England has ever contributed a leading element. In October the younger Winthrop, under a commission from Lords Say-and-Seal and Brooke, settled Saybrook, at the mouth of Connecticut River, and midway between Plymouth and New Amsterdam. Springfield was soon afterward settled. The Virginia colony as yet had extended only along the line of the James River and on the Chesapeake.

The exports from New Amsterdam to Holland, to the interest of the West India Company, in 1635, were 14,891 beaver skins, and 1,413 other skins, valued at 134,925 guilders, or about \$54,000.

The Maryland authorities, in disregard of the decision of the Star-Chamber, passed an act of attainder against Clayborne, and fitted out an expedition against him, he preparing to resist by force. A vessel of his, called the Longtail, was captured after a fight in which the captain and several of the crew were killed. Kent Island was carried by a midnight assault, Clayborne having himself fled to Virginia: under the ban of treason to Baltimore, his property was confiscated, and the settlement demolished.*

1636. About this time Hugh Peters, a celebrated divine in Salem, incited the people of that town to raise a capital for entering vigorously the fishing business, to build vessels, and to embark in general Commerce. His zeal in the effort was untiring, and he engaged personally in these enterprises himself. So successful was the attempt, that while Peters resided there, Salem had no rival in the colony in maritime concerns, and claimed to be the capital. It was not until after his departure that the business of Salem was checked, and Boston obtained the ascendancy. Peters was an active republican in England during the war soon after between Charles and the parliament, and was executed therefor upon the restoration.

The Indians of Block Island, supposed to be in alliance with the Pequods, who were getting troublesome, surprised and plundered a trading vessel belonging to Connecticut, and killed the captain.

Roger Williams, banished from Massachusetts, settled PROVIDENCE. He bought the land of two powerful chiefs of the Narragansett tribe, and soon learned enough of their language to transact the affairs of trade and other necessary negotiations.†

1637. A squadron of eight ships, filled with emigrants, preparing to sail for Massachusetts, Charles took the alarm, and issued a proclamation to stop this "disorderly emigration." Most of those intending to go, however, ef-

* Samuel Champlain, the able and energetic Governor of Canada, died in 1635. Few men could have triumphed over the obstacles he encountered. After his death, the growth of the colony languished, though the fur trade was followed with spirit. The Iroquois war still fiercely continued.

The French settled *Guadaloupe* and *Martinico*, and the Dutch *St. Eustatia*, in 1635. France occupied a very high position at this time, her manufactures having greatly advanced her wealth and power. The Spaniards effected the first regular white settlement at Paraguay, where had been Jesuit missionaries since 1536.

1635. The English East India Company was re-chartered. Charles directed that their vessels, on the return from India and China, should attempt to find a passage homeward by way of the northern part of America.

† Charles having enlarged his navy to sixty ships, attacked the Dutch herring fishers on the British coast, and obliged them to pay £30,000 for a license. The Dutch, however, still denied the right of the English to the exclusive use of those seas. Hume styles this fleet of Charles, "the greatest the English had ever known," which is an error, as the fleet with which Elizabeth opposed the Spanish Armada in 1588, consisted of over 100 vessels.

A ship called the "Sovereign of the Seas" was built in 1637 at Woolwich, for the royal navy, which was the largest then known. She was of 128 feet keel, 232 feet on deck, 48 feet breadth, had three decks, and was of the exact burden designated by the figures of the year in which she was built—1637.

fecting their purpose. The population of Massachusetts Bay this year was 7,912; of Plymouth colony, 549.

A party of emigrants from Massachusetts, headed by THEOPHILUS EATON, a merchant of great wealth, who had been deputy governor of the famous East India Company of England, proceeding overland, founded NEW HAVEN, about midway on the Sound, and the farthest westerly of any town then existing in New England. Trade was evidently the leading motive in the selection of this situation. Eaton was annually the governor of this new colony for twenty years, to his death. The colony soon assumed a flourishing condition.

The Pequod war, between the powerful tribe of that name and the three infant towns of Connecticut, occurred this year, ending in the extirpation of the tribe.

1638. Tobacco was produced at New Amsterdam, and *Negro slavery* existed to a considerable extent. Not long after this time, began the trade with the Dutch colonies of Curacao and Guayama, in the West Indies, and directly to Africa.

While the English were intruding upon the Dutch in the East, the Swedes appeared upon the territories they claimed at the South. Gustavus Adolphus, the famous king of Sweden, had chartered a commercial company for trade and settlement in America, in 1626; but the completion of the design had been delayed by a subsequent war. Upon his death, (at the battle of Lutzen, in 1633,) the plan was renewed by his able minister. A Swedish colony, under Peter Minuits, a superseded Dutch governor of the New Netherlands, was formed in 1638, in the present State of Delaware, and near Wilmington, on the west branch of the River Delaware. Kieft, the Director-general of the New Netherlands, not daring to attack them, remonstrated vainly, and built a fort at New Nassau, on the east bank, the site of the old settlement, to check them. The Swedes extending their settlements along the west side of the river, finally occupied from Cape Henlopen to the falls in the Delaware opposite Trenton, thirty miles above Philadelphia, calling the region *New Sweden*.

Baltimore, at the same time, whose patent extended to 40° N., intimated his claim to nearly all the territory of the Dutch.

Portsmouth, on the island called Rhode Island, was settled by Wm. Codrington and eighteen others banished from Massachusetts. The town includes the trading station of Prudence Island, before mentioned.

Clayborne having repaired to England, preferred his complaint before Charles, and the king wrote, under date of July 14, 1638, to Baltimore, in strongly indignant terms, referring to the former order that Clayborne and his associates "should in no sort be interrupted by you, but rather be encouraged to proceed cheerfully in so good a work," and peremptorily commands that farther molestation cease till the case be decided. It is stated by our historians that Baltimore preferred charges against Clayborne, on which he was sent to England *for trial*, but Murray, the able British historian of the United States, says all the evidences in England show that Clayborne was himself the *plaintiff*.*

1639. The general court of Massachusetts Bay commenced the protection

* In 1638 the Dutch and French jointly took St. Martin's from the Spaniards, and divided it between themselves, each settling a portion of it. The English West India Islands had not yet raised sugar cane, and were of little importance. They produced some indigo, cotton, ginger, and very bad tobacco.

and encouragement of the fisheries and trade of that colony by enacting that all vessels and all other property employed in catching, curing and transporting fish, according to the usual course of fishing voyages, shall be exempt from all duties and public taxes for seven years, and all fishermen, during the season of their business, shall be excused from military duty.

Mackerel were so plentiful this year, on the coast of Massachusetts, that Winthrop says three men in a boat could take ten hogsheads in a week, "which were sold at Connecticut for £3 12s. the hogshead." The population of Massachusetts this year was 8,592.

Connecticut, consisting of three towns, became now independent of Massachusetts, and adopted a constitution of unexampled liberality, giving the fullest religious and political toleration.

NEWPORT, at the south end of Rhode Island, was formed by settlers from Portsmouth, at the north end.

The Virginia assembly passed an act providing that all tobacco planted in that colony that year and the two years succeeding should *be destroyed*, except such proportion to each planter as would make 120,000 pounds as the total crop, and that the creditors of the planters be obliged to receive *forty* pounds of tobacco for *every hundred* pounds due to them. Beside the iniquity of the latter, both of these measures were acts of egregious folly. Virginia had 30,000 cattle, 200 horses, and 70 asses.

April 4, 1639, the Commissioners of Plantations decided that as Clayborne's patent was only under the great seal of Scotland, (although it would have been difficult to show in what the faith of the king was less pledged by his word under the seal of Scotland than under that of the united empire,) and referred exclusively to *trade*, and that therefore Clayborne's claims must give way to those of Baltimore. The explanation of this unjust decision is found in the fact that Clayborne was a zealous adherent of the parliament, while Baltimore, *so long as royalty was ascendant*, was an ardent advocate of the prerogative. The American historians repeat certain charges relating to Clayborne's course at this time, which all emanated from the adherents of Baltimore. One of these, and the chief is, that he instigated the Indians to war against Maryland. Yet Baltimore himself, in his published "Case concerning the Province of Maryland," makes no allusion to the charge, and there was no Indian war in Maryland until eight years after the time when Clayborne is said to have been at work instigating hostilities.

1640. A severe crisis now occurred in Massachusetts. The chief drawback, hitherto, had been the enormous price of agricultural produce. But enlarged cultivation and the diminution of immigrants had now occasioned an overplus, and prices became so low as to be ruinous to the producer. Indian corn fell from 6s. to 3s. per bushel; a cow from above £20 to £5 to £7. All property depreciated so greatly, that men, considered wealthy, became unable to pay their debts. To make the matter worse for this class, wages still continued exorbitant. An attempt to reduce wages, by statute, failed. Persuasion being next tried, promised well at first, but soon failed, also. Severe as the crisis was, however, it did not seriously impede the advance of the chief industrial pursuits of the colony. It does not appear that the general court attempted, like Virginia, under the over-production of tobacco, to limit by law the amount of the product.

Within the last ten years 198 ships had arrived at Massachusetts, bringing, it is said, 21,200 persons, having with them property estimated at £200,000.

The settlers at the island of Rhode Island marked at the outset the advantages it enjoyed for trade. They early appointed a fixed time for carrying on their Commerce with the Indians, and with Plymouth colony, the nearest place whence they could obtain their needed supplies of European goods.

The traders of the New Netherlands colony had become—at least many of them—very rapacious and dishonest in their traffic with the Indians. The Indians had become irritated by this, and had, beside, been made improvident and reckless by the baneful fire-water which the Dutch had so freely furnished them in the trade. From these causes nearly all the tribes around united in a war upon the Dutch, which broke out in 1640, and lasted with varying success to about 1647, to the great distress of the colony, which was, at times, nearly overwhelmed.*

The Iroquois, or Five Nations, remained during this time at peace with the Dutch, being still at war with the French in Canada. They carried on considerable trade with the former, at Albany, receiving from them fire-arms, ammunition, &c.

1641. Lechford, in his "Plain Dealing; or, News from New England," published in London in 1642, stating the condition of the northern colonies in 1641, says the people of Massachusetts Bay were "setting on the manufacture of linen and cotton cloth" as well as the fishing trade; that they were "building plenty of ships, and had a good store of barks, catches, lighters, shallops, and other vessels;" and that they had builded and planted to admiration for the short time they had been there. Gov. Winthrop says Massachusetts exported this year 300,000 dry fish. Some English fishing vessels are still mentioned as on the coast.

Jan. 24, 1641. A vessel of forty to fifty tons, estimated to cost £200, and owned by thirteen individuals, was launched at Plymouth, being the first vessel of size built there.

New Hampshire, being a weak province, was, by its own act, in 1641 united to Massachusetts, and so remained till forcibly separated, in 1680, by the Crown.†

1642. The civil war broke out in England, news of which was brought to New England by the fishing vessels arriving on the coast. The parliamentary party were enabled to derive the benefits inuring from Commerce and the customs duties, having possession of London, with nearly all the seaports and large towns, and of the naval force of the kingdom. The supply of salt, which had been almost wholly derived from England, was short in Massachusetts, and it was feared the failure of export from England would oblige a suspension of the fisheries. But a ship loaded with salt arrived soon after, the cargo was paid for in pipe-staves, and the fishery went on. Ply-

* There is an account of a voyage by Du Fonte or Du Fuente, Vice Admiral of Peru, in 1640, who reached the Arctic Ocean from the Pacific, and at 77 deg. N. found a ship from Boston, New England, commanded by Capt. Shapleigh, attempting the passage from ocean to ocean in the polar sea. Though under orders to seize all vessels found seeking a N. W. route to the South Sea, the admiral told Shapleigh he would consider him only as a merchant trading for beaver skins. Nothing is known in Boston of the voyage, and the Spanish writers consider the whole story of Du Fuente a fiction.

The Dutch in 1640 defeated a Spanish fleet of ninety ships, at Brazil. Portugal this year became again separated from Spain, and the history of its American colonies is therefore from this time distinct from those of Spain.

Charles levied ship money with increasing vigor, and the Commons, resisting, appealed to the people.

The Hanseatic League affirmed the privilege of free navigation and fishing in the seas, and declared damages could be recovered by any one obstructed therein.

† In 1641 the Dutch took from the Portuguese the island of Maranham, on the coast of Brazil. Peace this year between Holland and Portugal.

mouth colony granted to five partners for twenty-one years, thirty acres of land, on an island in the harbor, to encourage them in the manufacture of salt.

The New Haven colony, but about four years settled, undertook the extension of its trade and settlements to the Delaware river. Some agents sent there bought large tracts on both sides of the river and bay, and erected a trading post. But Kieft, the governor of the New Netherlands, sent a force thither, which burned the post and seized the goods found there.

Sir William Berkeley, who was governor of Virginia from 1642 to 1652, carried his antipathy to tobacco, the great staple of the colony, to a pitch equal to that of king James. His efforts were devoted to its discouragement, by the substitution of silk, wine, glass, ashes, &c., and various manufactures, several times previously attempted. The leading men of the colony supported him in his project, but its success was very slight.

Maryland was involved in an Indian war from 1642 to 1644.*

1643. To afford themselves a better protection, while England was involved in a civil war, and they were thus left in a condition especially tempting the cupidity of other powers, the Dutch being particularly feared, the colonies of Massachusetts Bay, (including New Hampshire,) Plymouth, Connecticut and New Haven, formed a defensive alliance, under the title of "*The United Colonies of New England.*" Providence and Rhode Island colonies were rejected from the union, which they desired to enter, as having no charter. This confederacy subsisted over forty years.

Gov. Winthrop records the arrival of the "Trial," before mentioned as built at Boston, from a voyage to Bilboa and Malaga. Her outward cargo consisted of fish, which sold at a good price, and the home cargo was composed of "wine, fruit, oil, iron and wool, which was a great advantage to the country, and gave encouragement to trade." So early had the trade with Spain commenced.

1644. A London ship of 24 guns, Capt. Stagg, arrived at Boston from Teneriffe, with a cargo of wine. A Bristol ship, loaded with fish, lay in the harbor. Stagg, under a commission from the Parliamentarians to capture all Bristol vessels, that place being in the king's interest, made her a prize. A Bristol merchant, and others interested in the cargo, raised a mob, upon which Gov. Winthrop imprisoned them. The parties interested in the cargo petitioned for leave to test Stagg's right to seize *their* property, which being granted, the magistrates, on hearing, referred the case to the Admiralty Court, in England. The government, and people generally, were unwilling to offend the liberal party in England, with whom they strongly sympathized.

A ship built at Cambridge, and another at Boston, both sailed from the latter port, loaded with fish and pipe-staves, for the Canaries.

Connecticut and New Haven jointly bought out the settlement at Saybrook, and all the claims under Lords Say-and-Seal and Brook's former purchase.

The Rhode Island and Providence colonies were this year united as one, under a charter obtained from the Parliament.

* Some English buccaneers, in 1642, seized *Ruatan*, and several other islands on the coast of Honduras, (now the *Bay of Islands*, a dependency of England,) but the Spaniards ejected them. The Danes settled *Santa Cruz*, or *St. Croix*, a West India island.

Some merchants of Rouen, France, attempted to establish a colony at Cayenne, in Guiana. Failed, from hostility of the natives.

Louis XIV. became king of France.

The Indian war in Virginia, which had continued in a predatory way since the outbreak of 1622, burst out in another combined effort in 1644, about three hundred whites being massacred at once. It ended in 1646, with the defeat of the Indians and an extensive cession of land.

The high price of *females* in Virginia, as before noticed, and the hearty welcome given them, invited a succession of cargoes, but the quality of the article, it appears, much deteriorated, and rather tended to injure the morals of the colony.

Negro slavery, though introduced, had not up to this time reached to any considerable extent in Virginia.*

1645. The first voyage from New England to the Newfoundland fishing grounds occurred this year. "A ship and other vessels" was sent by merchants of Boston and Charlestown; they had nearly completed their fares when they were seized by a king's ship, on account of the adherence of Massachusetts to the cause of the parliament. The loss upon the merchants was very severe.

The want of iron was very severely felt in New England, and made more sensible by the war. The general court this year granted leave to certain petitioners to erect a forge at Lynn, ten miles from Boston. It was set up, and succeeded. The same year also the general court offered a bounty and appropriated 3,000 acres of land, as an inducement to establish another forge. Farther, they offered the extraordinary grant of exclusive possession of the territory for three miles square near the forge, as the domains of the establishment, and provided that the number of such establishments might be extended to six.

The Virginia Legislature abolished the regulation for dealing by barter, and established as the standard currency of that colony, the *Spanish dollar*, or *piece of eight*, at six shillings sterling value, a considerable amount of this coin and its parts having been received in the course of trade, mostly from England, where it had been brought in plentifully by the captures of Spanish vessels.

In 1645, Clayborne, who had returned to Maryland, was the chief actor in a rebellion there against the authority of Baltimore, the object being to obtain certain political rights denied by the proprietor. The authority of the latter was suspended for about a year and a half. It is certain Maryland was far from being the paradise it is so often represented, under this proprietor. The Protestants universally declared him an odious tyrant. He was, in fact, an absolute monarch within the colony, and openly demanded from all settlers, on pain of ejection, *an oath of allegiance to him*, swearing to maintain his "ROYAL jurisdiction, prerogative, proprietary and dominion." Such were the precise terms used. A Legislature, constituted dependent on his favor, at some time voted him *five per cent duty on all tobacco exported from the colony*.

1646. With careful regard for the character of its staple export abroad, through which an extensive Commerce was hoped, the general court of Massachusetts appointed *Inspectors of Fish*, to attend to the quality of those put up for export.

* The Dutch West India Company, extorting money, sugar and Brazil-wood from the parts of Brazil it held, a revolt of the Portuguese followed, and war ensuing between Holland and Portugal, lasted to 1655, Portugal and the colony together expelling the Dutch from the latter. When the war opened, Brazil having been some time held by the Dutch, had 20,000 Dutch settlers, who possessed 60,000 slaves, and producing 25,000 large chests of sugar yearly. This force of settlers in New Netherlands might have made that colony permanently theirs. The first charter of the Dutch West India Company, chartered 1621, expired in 1645.

By the contract with the agent of the Saybrook establishment, it had been agreed that a certain duty on corn, biscuit, beaver and cattle, exported from the Connecticut river, should, on passing the mouth of the river, pay a certain duty for the benefit of the former proprietors of Saybrook, for ten years. Accordingly the Connecticut Legislature this year imposed a duty of 2d. per bushel on all grain thus exported, and a small duty on beaver skins, &c., for that period.

The Dutch and Indian war in the New Netherlands ended this year, in a treaty, by the mediation of the Five Nations. The Dutch had had many of their settlements destroyed, and were glad of the return of peace, and the renewal of the old trade with the Indians.*

Parliament in 1646 passed an act which, premising the benefit that had been derived to the kingdom from the increase of navigation in "the several plantations of Virginia, Bermudas, Barbadoes, and other places of America," and from the customs arising from the commodities of these plantations, enacts that as goods exported to them have hitherto paid no customs, so none except excise shall be laid on such exports for three years thereafter, except on exports to Newfoundland. All exports from the colonies are to be in British bottoms. This enactment formed the foundation of the celebrated English *Navigation Laws*.

1647. An act of the Massachusetts General Court allowed every householder within their respective towns free fishing and fowling in any of the large ponds, bays, coves and rivers, as far as salt water flowed, unless otherwise appropriated by the towns or by the general court.

This year the merchants of Massachusetts opened a Commerce with the island of *Barbadoes*, the oldest English colony in the West Indies, and with other of those islands. Barbadoes had only begun to export *sugar* the year before. Thus commenced the *West India trade* of New England, which acquired afterward so great importance, and has continued, without full interruption even in war, to this day. Cromwell subjugating Ireland, at this time, to the Puritan sway, beside driving many of the people of that country to the continent of Europe, shipped thousands of them to the English West India colonies, where they became industrious planters, and thus afforded means for the rapid enlargement of the trade with the North American colonies.

The population of Barbadoes in 1648 was 11,725 whites and 32,473 slaves; total being 54,198—more than double the numbers of any other English colony.

To repair their losses on the Delaware, the people of New Haven in 1647 built a vessel and freighted her for England, but she foundered at sea. More losses were also suffered by the merchants of Massachusetts, through a hurricane at Newfoundland.

Peter Stuyvesant, the ablest of the Dutch governors, arrived at New Amsterdam in 1647. Among his earliest acts he obtained the substitution of moderate duties on exports and imports in lieu of the burdensome tram-mels on trade before existing.

Under the stimulating efforts of Berkeley, many hundred acres of wheat were cultivated at this time in Virginia, and there was raised also abundance of barley, (which soon declined,) beside rye, oats and beans. Hemp and flax were grown, spun and woven to some extent. Rice had been in-

* The English in 1646 took *St. Croix*, a West India Island, from the Danes.

troduced the year before, by Berkeley, who received a half bushel of seed, from which he raised sixteen bushels of excellent rice, most of which he sowed in 1648. Some of the colonists had a good stock of bees. All the efforts of Sir William, however, could not supersede the cultivation of tobacco. The population of Virginia was 15,000 to 20,000.

By the treaty of Munster, in 1648, Holland and Spain stipulated, in relation to America, peace and neutrality for their colonies, and agreed mutually not to trade at each other's possessions.*

1650. At the middle of the seventeenth century the state of things in America was as herein described. The Spaniards and Portuguese still held undivided their fine empires in the southern part of the continent, and enjoyed a large, and to the merchants engaged, if not the governments, a lucrative trade; although the condition of the colonists, owing to the rapacious system pursued by those powers, was generally far from prosperous. Within the territory of the United States, the English had the several colonies, or "plantations" as they were called, of Massachusetts Bay, (including New Hampshire and what is now the State of Maine,) Plymouth, Connecticut, New Haven and Rhode Island, (those forming the New England confederacy,) Maryland and Virginia. A publication by Beauchamp Plantagenet, in 1648, also speaks of some English settlers very prosperously situated at Uvedale, on the Delaware. The Dutch had the colony of the New Netherlands, which comprised settlements at Manhattan Island, Albany, Schenectady, Brooklyn, Bergen, and several other places within the States of New York and New Jersey, and on Long Island, where were also some scattered English settlements attached to Connecticut. The Dutch were scattered over much the largest area, according to their numbers, devoting their attention more to *inland* as the others did to *outward* Commerce. The Swedes held the left bank of the Delaware in the present States both of Delaware and Pennsylvania. The Spaniards had a feeble settlement in Florida. The total population within the United States, was about as follows:—

| | | |
|--------------------------------------|----------|--------|
| Massachusetts, about..... | 14,000 } | 20,000 |
| The other New England Colonies | 6,000 } | |
| Virginia and Maryland | | 20,000 |
| New Netherlands..... | | 2,500 |
| New Sweden, &c..... | | 2,500 |
| Total. | | 42,000 |

The chief town in all these colonies, by far, was Boston, which had risen to a population of several thousands, and was quite actively engaged in trade. New Amsterdam had, probably, about 800 inhabitants.

The trade of New England, we have seen, beside the communication between the different colonies, extended to Great Britain, to Spain and the Canary Islands, and to the English West Indies. In the fishing voyages to Newfoundland, they had also commenced trading with the settlers there, and with the French at Acadia, and were beginning an intercourse, though forbidden by Spain, with her West India Islands. The great staple of all this trade was fish, aided by a very small amount of surplus products of the soil, pipe-staves, etc. A great drawback on the internal trade of these

* In 1648 the Dutch settled Tortola, a West India Island. In 1649 a Frenchman, named Boissieret, purchased of the Antilles Company of France, the islands of Guadalupe, Mariegalante, and some other minor islands, for 63,000 livres—about \$11,350. Small establishments were effected at Mariegalante and St. Bartholomewa.

colonies was the want of money. Till ten years later than this time, they were almost entirely without gold and silver, using as they best could, Indian corn, wheat, rye, peas, fish, beaver skins, and wampum, in their place. The two latter were the articles most readily exchangeable, and preserving the most uniform value. Wampum was a money used by the Indians, made of shells, and was readily received by them in exchange for skins. Most of the taxes were paid in grain and other rough produce of the soil, or cattle, so that the treasury consisted of a set of store-houses and barns, and the government was obliged to be both a merchant and a drover. The salaries of the public officers, of clergymen, teachers, &c., were paid in grain, beaver, &c., with a little silver to provide them with clothes and such necessary articles as had to be imported.

The prices of the leading agricultural products in Massachusetts, in 1650, were as follows:—wheat, per bushel, 5s. sterling; corn, 3s.; barley, 5s. 6d.; peas, 4s.

The trade of Virginia and Maryland was with England, almost exclusively, and tobacco was in a yet greater degree the lone staple of their Commerce, than was fish of that of New England. It had formed, for many years, the sole currency of Virginia, but of late, Spanish silver, which had been made somewhat plentiful in Britain from the captures of Spanish vessels, and by trade, had flowed in to a sufficient extent to afford the basis of a metallic currency, which had accordingly been established by law. Tobacco was still the currency of Maryland.

The Commerce of the Dutch colony extended to Holland, to Africa, the Dutch West India Islands, and to some extent to the neighboring English Colonies, resting almost entirely upon the internal fur trade with the Indians. It is probable this colony had paid better to those engaged in its formation and early support, than any other yet established within the United States. But it was a fatal policy of the Dutch West India Company, that its advancement was so much neglected, while the English Colonies were growing up so rapidly around it. From the first, that company had been engrossed by the more tempting object of acquiring Brazil, and, if possible, Peru. Some success had crowned their efforts in the former, and thither they encouraged the great stream of Dutch emigration; but failing to retain their hold, Brazil proved to them only an *ignis fatuus* luring them away from a certain empire in North America. Gov. Stuyvesant was obliged in 1650, in order to insure the New Netherlands against continued encroachments from Connecticut, to consent to a treaty making large concessions to that colony, and yielding, among other claims, nearly all of Long Island. Yet this surrender, as concentrating their efforts, might have occasioned no real damage, had the Dutch government and the proprietary association corrected the former error in their policy toward this colony.

The Swedish colony was agricultural and commercial, and was the object of much care and consideration by the home government, to which it was devotedly attached. By the rapid spread of its settlements along the Delaware, its prosperity is indicated, as well as its peaceful trading relations with the Indians.

The settlement in Florida was lost sight of by the Spanish government, in the gigantic concerns of its other American colonies, and by its separation from the plantations of the other powers within the United States, was unnoticed by them. All its connections were with the Spanish West Indies.

The commonwealth had just been established in England, and toward the New England colonies, which had zealously sided with the popular party from the outset, the new government professed, and throughout its whole duration really exhibited, a very favorable disposition. While Cromwell lived they were secure from even the apprehension of any of those repressive acts, which had the reign of Charles continued, his growing jealousy would have prompted him to adopt. Without the fear of any enemies at home or abroad, the period of the Republic was to them a season of uninterrupted peace, prosperity, and enlargement, albeit the privileges secured to the Puritans in England put nearly a complete stop to the emigration of that sect, before going on, toward New England.

Lord Baltimore, also, while the republican party was in power, assumed the coat of a liberal, and deposed his governor for proclaiming Charles II., putting a republican and a protestant in his place. So far did he go, that the exiled prince denounced him as one of the traitors. He abated also so far of his monarchial claims as to sanction an act passed by the Maryland legislature, setting up a new constitution, which assumed certain rights for the people, and, among the rest, prohibited all taxation, as heretofore practiced, against the consent of the people. But the course dictated by policy did not save to Baltimore, as intended, the large moiety remaining of the unrepblican system he had established in his colony; and the depth of his liberality he proved on the restoration of Charles II., by pleading to that monarch the hypocrisy of his former professions, and alleging them as the dictate merely of necessity, otherwise, of convenience.

The other English colonies, Virginia, with the West India Islands, Barbadoes, Antigua, and the Bermudas, adhering openly to the royal cause, even after the commonwealth was established, the Long Parliament in 1650, passed an ordinance declaring "that colonies planted at the cost of and settled by the people and by the authority of this nation, are and ought to be subordinate to and dependent upon England; that they ever have been and ought to be subject to such laws and regulations as are or shall be made by the parliament." The acts of rebellion committed by Virginia were then set forth, and the people of that colony concerned in these acts were declared "notorious robbers and traitors;" *all intercourse* with the colony was forbidden, and it was ordered that a fleet should be sent to reduce them to obedience. All merchant ships of England, as well as the ships of the government, were authorized to seize on the ships and merchandise of those rebellious inhabitants. This act, of course, until the adjustment of the difficulty, must have caused nearly or quite a total interruption of the outward trade of the colony. The same statute was directed also against the several islands named as in companionship with Virginia in sentiments of friendliness to royalty.

The Commerce of the colonies had attained a sufficient magnitude to be thought worthy of the regulative attention of the English government, and thence the passage of the act before alluded to, in 1646, forming the basis of the navigation acts. This enactment was, however, regarded as favorable rather than otherwise to the colonial trade. It was intended to insure them the English market, and to afford a guaranty to them that for the time stipulated their Commerce should be as free of customs taxes as hitherto it had been—in which latter provision there might have been some intimation of an intention on the part of the preceding government to have put the colonial trade under systematic taxation.

Although the emigration to these colonies was small after the commencement of the civil war in England, yet the establishment of the commonwealth was followed by a large movement from another portion of the empire, namely, Ireland, though directed to the British Colonies in the West Indies, instead of the continental plantations. It was better, undoubtedly, that it did take that direction. The North American Colonies were not then prepared to receive that new tide. In their yet comparatively weak condition, and with the peculiar views which had mainly influenced their original founders, and which were still to a large extent preserved, the large migration from Ireland would have certainly been the occasion of religious collision, and very likely of civil war in the colonies, as did actually occur in Maryland from a similar cause. These unavoidable altercations would have greatly affected the prosperity of the colonies, and might have changed their entire destiny. Of no outward place, however, could the increase of population, and the consequent development of resource, be so beneficial to them as in the West India Islands. The development thus effected in this quarter vastly increased the commercial prosperity of the continental colonies, and rapidly hastened their growth in wealth, in numbers, and in political importance, and afforded them means of extending their Commerce to other parts of the world.*

With regard to the policies pursued by the several colonizing powers of Europe toward their American dependencies, that of England, even under the monarchy, with whatever jealousies and selfish dispositions were exhibited, was far more liberal and wise than that of either of its competitors. The course of the Dutch was exclusive, oppressive, and, toward the interests of the dependency, neglectful. That of France was yet more illiberal and pernicious. Everything was within the grasp of overbearing monopolies, whose rapacious desires were the inflexible law over the settlements. In the excess of their cupidity, these associations ruined even their own interests. Like the Dutch, their principal effort in North America was directed toward the traffic with the natives; but from the combined fault, doubtless, of the proprietary and the colonists, they had neither of them any better success, nor indeed, considering the extent of their respective establishments, as good success as the English in conciliating the good will of and maintaining peaceful intercourse with the Indians. The reverse of this has been asserted of the French, but we see nothing to justify that opinion, and the long war with the Iroquois is, of itself, a balance to all the Indian wars of the early English colonists, lasting as it did over twenty years. The English government had granted its colonies unexampled political privileges—for, notwithstanding the complaints sometimes made by the colonists, this truth must be admitted. No colonizing power of modern times had ever shown a tithe of the favor to its dependencies that had been freely accorded by the English monarchy. The proprietary companies were, except in the first instance,

* The English at this time, as we have noticed, were possessed in the West Indies of Barbadoes, the most populous of all their colonies, Antigua, and Montserrat, beside the Bermuda Islands. These colonies had trade with Britain, the continental colonies, the Spanish West Indies, and Mexico, obtaining from these latter gold and silver for produce. The Spaniards, in 1650, expelled the English from St. Croix, and laid it waste.

The French had Guadaloupe, Martinico, St. Bartholomews, Mariegalante, &c. In 1639 a Frenchman bought St. Lucia, Granada, and the little Granadas, (probably of Boisset,) for 60,000 livres, (\$10,800,) and formed settlements in them.

The Spaniards possessed Hayti, Cuba, Jamaica, Porto Rico, Trinidad, &c.

The Dutch had Curacao, Guayama, St. Eustatia, Tortola, and half of St. Martins.

The other islands of the West Indies were mostly unoccupied yet.

in regard to Virginia, and in the case of Maryland, delegated but few powers, and those held in careful restraint by the crown. Such charters as those given to Massachusetts and the other New England Colonies, giving them in effect the entire right of self-government, leaving them free of taxation, except so far as imposed by themselves for their own benefit, may be regarded as wonders of liberality for that time, and could have been conceded only from an earnest desire to establish a colonial empire in America, and a good appreciation of the difficulties of colonization there. The repeated and distressing failures of Gilbert, Raleigh, and the several companies organized for effecting settlement within America, were no doubt the means of purchasing these liberal constitutions, and thus, though barren in one aspect, had a most potential and salutary influence on the success of the colonies afterward established. Political oppressions were afterward felt, but up to this time there had been very little to complain of—and even those which were endured from the re-established monarchy were but comparatively vexatious, being light, indeed, in contrast with the tyranny inflicted by the Spaniards, and by the French also, upon their colonies. The proprietor of Maryland, indeed, had something of the character of a monarch over his province, but this colony stood out as an exception to the other English plantations—and even this grant, from a Protestant monarch to a Catholic subject, ceding to the latter even a portion of his own sovereignty, is an instance of real liberality, which was not withdrawn even when the power so yielded was exercised in open contravention of the wishes of the donor.

With regard to the proprietary companies by which several of the colonies were planted, the latter were as little under their control as they were subject to that of the crown. These companies, we have seen, although at first granted exclusive rights of trade, were unable to maintain their monopoly. The seas were made free, the colonists held intercourse with whom they listed, adventuring freely wherever other English subjects might go—and if they deemed a profit might be obtained by Commerce with other and interdicted places, no matter by whom interdicted, thither, if practicable, they went.

Such was the state of things at the middle of the Seventeenth Century, and under such a condition had the English Colonies in America attained the position we have displayed. Within the region north of Mexico the English power was predominant, far over that of all other nations. From neither the weak colonies of France, of Holland, of Sweden, or of Spain therein existing, so far as their own power was concerned, had the English colonists, if left to themselves, anything to fear. To the most casual observation it must have been perfectly apparent, that the well-established foundation of great political and commercial communities, of thorough English characteristics, had been formed; and that unless a greatly superior energy and wisdom were employed by the rival powers to anything they had yet displayed in their attempts here, or unless the quality of English colonial policy should wretchedly deteriorate, this vast segment of the continent must be mainly, or entirely, the irretrievable possession of Britain, occupied by a twin empire, which would make for her, and for ages secure, the position of the first power of the earth in Commerce, in wealth, and in political grandeur.

ART. II.—MERCANTILE BIOGRAPHY :

THE LATE SAMUEL APPLETON, ESQ.

SAMUEL APPLETON was the oldest member of a family whose name, during the last half century, has been intimately associated with the prosperity of Boston, and with all of its most important interests. He himself might have been singled out as the model of what a merchant should be. Alike high-minded in gaining and public spirited in using his means—in his industry and liberal enterprise, his scrupulous uprightness and large beneficence, he was one of the most marked men of a profession which includes within its ranks so much of the energy, enterprise, and talent of New England.

Mr. Appleton was a native of New Ipswich, N. H., and was born June 22, 1766. He commenced life with no advantages, except the inestimable one of being trained in childhood in the home of judicious and excellent parents. His father, Dea. Isaac Appleton, was one of the most respected citizens of New Ipswich, but, alike all his neighbors, was subject to the deprivations and hardships of what then was a newly settled country.

In a family of twelve brothers and sisters, Samuel was the third. Except such instruction as he received at home, all his opportunities of education were confined to a few interrupted weeks, each year, from the age of ten to sixteen, in the district school. He, however, made such good use of his opportunities that, at seventeen, he was himself selected to teach a school, and was so successful that during the succeeding winters, and so long as he was willing to engage in the office of teaching, his services were in great request in his own and in the neighboring towns. To the day of his death he took the greatest delight in recalling the scenes, the friendships, and the labors of these seasons of school keeping, when the teacher often had scholars older than himself; when he was sometimes obliged to be a hard student at home that he might keep in advance of his pupils at school, and when his sovereignty over the young republicans about him required the exercise of prudence and self-control as well as vigor.

At twenty-two years of age he joined a party of young men in settling a township in Maine; the conditions being that they should have each alternate lot, provided they would build a house, and clear up a certain number of acres. In this occupation two summers were employed, and the various experiences of frontier life, the hardships encountered with the hopeful hearts of youth, and the expedients by means of which difficulties were overcome, were the subject of much amusement in after years. But labor on a farm was not to his taste. It was evident that his special gift was not for handling the axe and guiding the plough. He had an early desire to become a merchant, and, the way opening for acting out this inclination, he entered into business in the country; first, at Ashburnham, in company with Col. Jewett, and afterwards at New Ipswich, with Charles Barrett, Esq. These fields, however, were too narrow for his ambition. In 1794, at the age of 28, he established himself as a merchant in Boston, and from that time his career was one of uninterrupted and honorable prosperity and usefulness. In 1799 he visited England, and having formed a partnership with his younger brother, Hon. Nathan Appleton, he was for many years engaged very extensively in the importation of English goods. At a later period he was largely interested in the cotton manufacture, which, with a wise foresight

of the future industrial wants of the country, had been introduced through the agency of his brother, acting in connection with two or three associates, first at Waltham, and afterwards at Lowell. As he grew older, he gradually withdrew from business, and at length retired from any active participation in it. But he retired from business only to give his thoughts more exclusively to objects of kindness, charity, and public utility.

One of the beautiful traits of his character was his strong attachment for everything connected with his early life. He never forgot his birthplace; and its interests were his interests. In any matter relating to its general welfare, he would have been very sorry if the people of his native town had forgotten to ask him for his aid. Among other things, the academy, which was largely indebted to his liberality for the funds which have placed it on a permanent foundation, will be for him a lasting memorial. His early friends never lost their hold on his interest, and there was no part of his life which he took such pleasure in recalling as he did the scenes and labors and struggles of his youth. One of the sure tests of an unspoiled heart—he carried through life the affections, the simple tastes, and the cheerful, hopeful feelings of his earliest years.

A stranger on seeing him, we think, would have been first struck by his apparent simplicity and open-hearted honesty. It was in his manner, in his look, and in the tones of his voice. There was no mistaking it. He was an honest man. Without subterfuge or disguise, incapable of anything indirect or underhanded, he had no concealments of his own, and anything in the form of a secret was to him a trouble and a burden. He knew of but one way of speaking, and that was, to say straight on, the truth. It was a principle grown into a necessity of his moral life. He did not know what else to say. It might be difficult to utter it, but he really could not help it. And so out of the simplicity of his nature his yea was yea, and his nay, nay. This was allied with the kindest and tenderest feelings. No one felt more pain in giving pain to another. But though he might be kind, and gentle, and tender, he could not help being honest. He was himself so thoroughly upright that it was hard for him to doubt the honesty of other men, and, as is often the case, men were really to him what he expected them to be. Said the writer of this notice to him—and the answer threw light alike on his own character and on the character of merchants generally—"You have been long engaged in business, under a great variety of circumstances, and in different countries; what is your opinion in regard to the honesty of mankind?" "Very favorable;" he replied, "Very generally I think they mean to be honest. I have never in my life met with more than three or four cases in which I thought a man intended to be dishonest in dealing with me."

A striking evidence of his character, and of the way in which he himself was regarded, occurred on the only occasion during his life when he was sued. About the year 1820, a merchant tailor, named Endicot, died, leaving a residue of his estate to a Baptist society. Among his papers was a note signed by Samuel Appleton, and indorsed by Ducoster & Marshall, for a few hundred dollars. The committee of the society called on Mr. Appleton for payment. The handwriting was so very like his that it was impossible to distinguish one from the other; but he refused to pay it, declaring it to be, in spite of the resemblance, a forgery. A suit was brought on the note, which was in fact outlawed. He would not, however, allow any plea of this kind to be made, but steadily denied the signature. As the indorse-

ment was evidently genuine, and no other person of the same name was known, the whole matter was enveloped in mystery. This was increased by the fact that he had had dealings with the house of Ducoster & Marshall, as appeared by his books, though nothing was found in them to confirm this note. On the trial, his brother was called as one of the witnesses. He testified that he could not distinguish the signature from Mr. Appleton's handwriting; but that, as he himself had kept the books at the time, and his brother's notes were always paid when due, and there was no trace of such a note, it could not be genuine. Notwithstanding this admitted resemblance of the handwriting, and notwithstanding the charge of the judge was rather against the defendant, the jury found a verdict in his favor. Mr. D. Ellis was foreman, and he stated the verdict was founded on the fact that the jury was quite sure that Mr. Appleton would not dispute the payment of the note, except on the certainty that he did not owe it.

Mr. Appleton, however, was not satisfied to leave the matter here, if it were possible to unravel the mystery. Some years after he was in Italy, and went to Naples, where Mr. Degen at that time resided—the gentleman who was assignee of Ducoster and Marshall, and had made the endorsement in their behalf. His first step on landing was, not to visit any of the wonders of nature or art, but to search out Mr. D., who, in answer to his inquiries, stated that he perfectly well recollected the circumstance of there being such a note, but that the signer of the note was a ship-master of the same name, who resided in Portland, and who had been dead for some years. Besides his memory of the event, he had at his country-house the books of the firm, and on examining them they were found to confirm entirely Mr. Appleton's convictions, and to show the reasonableness of the confidence placed by his neighbors and fellow-citizens in his accuracy and integrity.

Mr. A. was the artificer of his own fortune. He was—what so many who are described as such are not—essentially a self-made man. From early youth he had nothing on which to rely, but his own resources of mind and character. The friends whom he never failed to find, and of whom no man had more, were attracted to him by his own merits. No one owed less in early life to what is termed good fortune. Every advancing step was the legitimate result of preceding self-denial, foresight, integrity, and cheerful labor. A full account of his early career would be a hardly less instructive one to young men than that of Franklin. Nothing could furnish a better commentary on the selfish folly of those who think that they do well to be angry with the world, because it does not load them with prosperity before they have done anything to deserve it. He was an accomplished merchant, but his prosperity, instead of being accidental, was owing to years of persevering industry, to his uprightness, to a singularly quick perception of character, and to a native good sense and soundness of judgment which would have made him successful in any vocation that he might have chosen.

He doubtless had the New England love of success in what he undertook. But there were things which he valued more than success. He valued a liberal heart in his own bosom, and an unrepublishing conscience, more than he did money. Mammon was never his god, but his servant. His gains had on them no dark spots. In recalling the early years of mercantile life, when habits were forming, and temptations to one struggling into business with limited means were many, it gratified him to remember that he never was sued, and during that time had never instituted a suit against any one: that he made very few bad debts; that he never lost a good customer, and

that of the many orders given him to be filled very much at his own discretion, the case scarcely occurred in which any complaint ever reached his ear of the manner in which it had been executed. He never sought large profits; he would not make money out of other men's necessities, and throughout life, carrying out to the letter his notions of obedience to the law, he would never receive more than the legal rate of interest for what he had loaned. He accumulated a fortune because he was a sagacious and accomplished man of business, and not because of any grasping passion for accumulation. On the contrary, instead of the love of money growing with his years, during the latter part of life he systematically limited its increase. Among his papers is one dated 1823, containing some resolutions which he hoped to carry out with more fidelity than he had done before. Among them, he says—"I promise, during the following year, to spend the whole of my income, either in frivolity, amusement, public utility, or benevolence." Although the last object is introduced so casually, those who were acquainted with him will understand how large a place it held in his thoughts. Another similar paper is found for 1828, in which, after saying in general terms that he has observed men, as they have grown old in years, growing anxious about property till they have seemed to think of little else—and wishing to avoid that state of mind, he promises that during the ensuing year he will spend the whole of his income; making, however, with the careful forethought of one who meant to perform what he resolved, the single reservation of so large a part of the dividends on his manufacturing stocks as should be required to pay any new assessments. How large and liberal were his ideas of one's duty to promote the welfare of others, is seen in the fact that the amount which he gave away during his life was scarcely less than what he had retained for himself.

His relations with his kindred were always of the most interesting kind. Many of his brothers and sisters had large families, and among their children, as a matter of course, was every variety of fortune. Having no children of his own, he adopted into the circle of his affections the children of his brothers and sisters; and during the latter years of his life, no single thing engrossed so much of his thoughts, as their interest and happiness.

In 1819 he married Mrs. Mary Gore. This is no place in which to speak of domestic life, but it may be said that while happy in so many other things, he deemed himself to have been signally blessed in this relation. There never was a more sunshiny home; and for the sunshine which filled it, it was his happiness to feel that he was indebted to the character and affection of the wife whom he loved.

It would be difficult to imagine a more beautiful old age. During its last years he was confined very much to his room and to his chair; but those who were dearest to him were always near him. His room was the great center of domestic attraction and enjoyment. His heart was so warm, and fresh, and sympathetic, that others felt that their pleasures were doubled by his participation in them; and, on the contrary, he could never enjoy anything alone. The words of Ben Jonson described his habitual feeling:—

"That is but half a joy, is all our own."

On any afternoon that you might visit him, you were likely to find around him some of those who in former years had been engaged with him in business, or his kindred, or the young children of his old friends, for his affectionate nature drew the young to him not less than those who were more

advanced; and there, too, you met a constant succession of persons who sought his aid for public objects or private charities. To consider and meet these calls was, indeed, the great work of his later years. He held his fortune as a means of usefulness, and there was scarcely a day in the year in which he did not contribute more or less to some benevolent object. He of course exercised his own judgment as to whether he would give or not give, and he carried into his works of benevolence the same good sense and clearness of mind which had characterized him as a merchant; but he would have taken it unkindly if, in any enterprise for the public good, or any purpose of private charity, he had been overlooked by his friends. It is sometimes an ungracious task to ask men to contribute money; but Mr. Appleton, whether he saw fit to give or to decline giving, made you understand that he considered that you had done him a favor in letting him have the opportunity. He not only gave with no grudging hand, but he was very likely to add that if, after applying to others, there should still be a deficiency, he would like to be called on again.

During the latter part of his life, he made it a rule to spend his whole income every year; and there was scarcely any public enterprise within that period, or any work of utility, or any charitable institution, or any effort to promote education in the city of Boston, to which he was not a large contributor. Nor were his benefactions confined to the city of his home; but throughout New England his name will be permanently connected with the charitable, educational and religious institutions which received aid from his ready and large-hearted munificence.

But that which characterized his old age more than anything else, was a constantly growing interest in the welfare of the poor. He regularly placed large sums in the hands of physicians and others who were in the way of seeing those in destitution, and on whose good sense and good feeling he relied, to be distributed as their judgment should dictate. He could not bear to think that any one, whom he could relieve, should suffer from want. It was Cecil, we think, who said that he always thought of the world as divided into two heaps, one of happiness and the other of misery, and that it was his purpose to take something from the latter, and to add something every day to the former. No one ever acted more habitually on this idea than Mr. Appleton. With the habits and decision brought out of a struggling and energetic manhood, there were many things he could resist: but a poor child, or a poor man, he could not resist. He could not resist any tale of want, and though uttered in a whisper, he heard it above all the noise of the world.

Those were the only unsatisfactory days to him, in which he had not done something to promote some one's welfare, or to relieve some one's distress. And all this was done so modestly, so kindly, so much as if he were receiving a favor, that the manner doubled its value. He gave money to the poor in such a way that they gave him back their hearts. He bore all his faculties so meekly, his manners were characterized by such an inbred courtesy, and his good deeds were so simple and unalloyed, that they awakened in all around him kind and friendly feelings. It is said of Raphael that the influence of his genial and kindly character was such, that "the painters who worked around him lived in perfect harmony, as if all bad feeling were extinguished in his presence, and every base, unworthy thought had passed away from their minds." So Mr. A.'s character seemed to create around him a sphere of just thoughts and kind affections.

His religious views and feelings partook of the simplicity of his general character. Though he had decided opinions, he never took any strong interest in questions of controversial theology. His experience in life had taught him that good men were confined to no theological party, and it was his conviction that the fundamental principles of religion, in spite of minor differences, were received by all sects. His nature was not speculative but practical, and religion with him took a practical form. He thought little of the words and much of the substance. Better words to describe him, as he appeared in his habitual course, could hardly be chosen, than those in which the prophet gives the comprehensive test of a right life:—"What doth the Lord require of thee, but to do justly, to love mercy, and to walk humbly before thy God." He had the trusting heart of a child; and the practical form which his faith in a spiritual life assumed was touchingly illustrated in an incident that occurred during the year preceding his own death. A favorite nephew, to whom he had bequeathed in his will a large proportional amount of his estate, died before him, and by the terms of the will, a half-sister, between whom and Mr. A. there was no blood relationship, became entitled to these bequests. The executor called Mr. Appleton's attention to the fact, thinking that he might wish to make some change in the disposition of his property. After taking the subject into full consideration, his reply was, "If in the other world there is any knowledge of what is done in this, I should not like to have my nephew, whom I so loved and trusted, find that my first act, on learning his death, is the revocation or curtailment of a bequest made in his favor, and which, if he had survived me, would have eventually benefited her who was nearest and dearest to him. The will must stand as it is."

He died without issue, at his residence in Boston, July 12, 1853, having just entered on the eighty-eighth year of his age. His death was as tranquil as his life. He had always dreaded a lingering dissolution, and his desire that the last hour might come suddenly was granted. On the last morning of his life he enjoyed his usual health. During the day he had suffered some pain and uneasiness, but the remedies applied had relieved him, and he said, "I will now try to sleep." He composed himself for this purpose, and sunk into slumber. In a few moments, however, Mrs. Appleton was alarmed by his louder breathing; she ran to his bedside and summoned an attendant. He was lying in the same attitude of repose. He was sleeping, but "the sleep that had fallen upon him so gently was the sleep of death!"

His mind retained its vigor and clearness to the last, and up to the closing hours of his life, he had been employed on thoughts and plans of beneficence. The sinking sun went down through a twilight over which collected all the beauty of the day.

"Sure the last end

Of the good man is peace. How calm his exit!
Night dews fall not more calmly on the ground,
Nor weary, worn-out winds expire so soft."

Mr. Appleton was one of those men who not only give a character to the community in which they live, but who create its character. His enterprise, his great soundness of judgment, his stainless integrity, and his liberality, made him one of those standards of character by which men around measure themselves and others. Such men raise the general average of character throughout the community. Illiberal customs and underhanded methods of business are shamed away from their presence. The young

honor and imitate, and those who are older take a heartier interest in whatever relates to the general good. We are accustomed to speak of the benevolent acts of such a man, but infinitely greater than the immediate good done to the recipients of the charity is the general feeling of liberality which such acts awaken and keep alive in the community. Three men, near neighbors, intimate friends, associated much together in common pursuits, died nearly together; Mr. Amos Lawrence, Mr. Robert G. Shaw, and Mr. Appleton. Without detracting from the merits of others, it cannot be doubted that these men stood second to none in their liberality towards all objects that had a bearing on the general welfare, and that any reputation which Boston may have was owing, in at least a full proportion, to their character. But whatever of good they may have done to individuals or institutions, the greatest good came from the modest, unpretending uprightness and liberality of their lives, which showed that men might accumulate money, and yet value it for its true uses; which gave the visible proof that successful labors did not require the drying up of the heart, and which established a standard of large and wise beneficence. A few accomplished and successful men of business, if they were at the same time selfish and sordid, will lower the whole moral feeling of the community in which they live. And, on the contrary, if right-minded, generous, just, living for others as well as themselves, they elevate the whole moral character of business life.

Samuel Appleton left a fortune of something over a million of dollars. By his will he gave to his widow property valued at two hundred thousand dollars. He left to his executors—Hon. Nathan Appleton, Wm. Appleton, and Nath. A. Bowditch—the sum of two hundred thousand dollars, “to be by them applied, disposed of, and distributed, for scientific, literary, religious, or charitable purposes.” The residue is distributed amongst the children and grandchildren of his brothers and sisters.

There are many who are liberal after their death, who give wisely, perhaps, that which they can no longer retain. Mr. Appleton will be remembered as one who all his days made use of prosperity to promote the welfare of others, whose heart grew liberal and whose hand was opened wider as his means increased; and whose unostentatious course was, from the beginning like that of a stream through the valley, giving fertility to the whole region through which it flows, and like that too, hiding itself under the very verdure which it has nourished. He has passed from this world, followed by kind, affectionate, and grateful memories; and at that day, whose inquisition all may fear, and when the best may shrink from answering for themselves, we may believe that he shall be one of that number—most blessed—who shall have many to bear witness for them—one of those of whom the poor shall say “He relieved our necessities,” and the naked, “He clothed us;” and the sick and in prison, “He visited us;” and the orphan, the friendless, and the forsaken, “When we thought ourselves forgotten by man, by him we were remembered.”

Art. III.—TRADE AND COMMERCE OF BUFFALO IN 1853.

We have published in former volumes of the *Merchants' Magazine* annual statements of the Trade and Commerce of New Orleans, Cincinnati, St. Louis, Baltimore and Chicago, &c., and in our number for March, 1853, we published a similar annual statement of Buffalo for the year 1852, it being the first year that a full review of every department of the Commerce and industry of that city had been prepared and published. We have now the pleasure of laying before our readers the Second Annual Statement of the Trade and Commerce of Buffalo for 1853, together with a comprehensive review of the general business of Buffalo, including its progress in improvements and manufactures, also the state of trade during the season. It was prepared by JOHN J. HENDERSON, Esq., the Commercial Editor of the *Buffalo Republic*, who in a note to the editor of this magazine says—"You will find the inclosed correct and reliable; it has been submitted by me to many intelligent merchants, who have approved of it." We may add that we have entire confidence in the general correctness of Mr. Henderson's statements, and we regard his account of the Commerce of Buffalo, as exhibited in the following pages, as a most valuable contribution to the commercial history and statistics of an important part of our country, and in every way worthy of the space it occupies in the *Merchants' Magazine*.

STATEMENT OF THE TRADE AND COMMERCE OF BUFFALO FOR 1853; TOGETHER WITH A BRIEF REVIEW OF THE GENERAL BUSINESS OF THE CITY—ITS PROGRESS IN IMPROVEMENTS AND MANUFACTURES—ALSO THE STATE OF TRADE DURING THE SEASON, AS REVISED AND CORRECTED FOR THE "MERCHANTS' MAGAZINE."

In 1852 an act was passed by the Legislature of this State, "to amend the charter of the city of Buffalo," and authorized the appointment of a number of gentlemen to form a convention to revise the said charter. That convention assembled in the summer of 1852, and among other things extended the limits of the city by including within them the town of Black Rock. The charter, as agreed upon by that convention, was submitted to the people at the general election in November, and having been approved of, was returned to the Legislature in 1853, and became a law. That law went into operation on the 1st of January, 1854. By it they have an entirely different city government. The number of wards have been increased from five to thirteen, and the number of Aldermen from ten to twenty-six. Instead of the Mayor presiding at the Board, that body elect a President. Other offices have been created, and other beneficial changes made to keep pace with our rapidly growing and extending city.

The population of Buffalo is now put down at 75 or 80,000, and from tables prepared by the Equalizing Committee of the Board of Supervisors, we gather the following facts relative to our new city—its extent and its valuation. The number of acres admitted within the city limits by the annexation of Black Rock is 23,710. The number of acres within the old city limits is not given, but we believe it is not far from 1,800. The assessor's valuation of real estate in the new city is \$20,063,045, of which Black Rock furnishes \$3,362,105. The valuation of this property, as it is equalized by the committee, is set down at \$24,681,497, of which Black Rock has \$3,205,912. The value of the personal estate is estimated at \$2,774,255, of which Black Rock has \$75,600. The total amount of real and personal estate as equalized, is fixed at \$27,455,752, of which Black Rock is rated \$3,281,512. Some idea of the increasing prosperity of Buffalo, and its resources yet undeveloped, may be gathered from the above statistics which are compiled from official tables.

Strangers, and even many of the citizens, would be surprised to see the numerous works of improvement going on, and that have been completed during the past year. Large numbers of sewers have been laid, and numerous

streets graded and paved. The paving which has been done, has been of a superior character, and will prove of great advantage to the city. There has also been a large amount of flagging and plank walks constructed on the outer streets, and gas and water pipes have been laid down in almost every direction. As for building, we do not remember a year when so many elegant structures for business and family occupation have been erected as the past. A destructive fire which occurred early in the summer swept away a large number of wooden buildings in that portion of Buffalo lying between the canal and the creek, known as the "infected district." This part of the city is wanted for business purposes, and is now being rapidly built up with substantial brick stores and dwellings. Large blocks, depots, hotels, warehouses and stores, are going up in every direction, on the creek, canal, and on almost every street. The old market-house and City Hall, on what is termed the terrace, have fallen victims to the spirit of improvement, and have been torn down. In lieu of these edifices, the Common Council have purchased a lot three hundred and forty-seven feet square on Franklin and Eagle streets. Its entire cost was \$80,000. City buildings are already located upon the premises, the structures of which, though not designed as permanent, are very creditable to the taste of the projectors. A large and convenient City Hall will be erected on the grounds at no distant day. A new and commodious public market building has been erected during the year on Michigan street, and some \$50,000 has also been appropriated for the purchase of two other locations, on which are to be erected public markets. Many residences, of a superior order as to elegance and commodiousness, are going up on every hand. That portion of Buffalo lying in rear of the water-works, which but some two or three years since was scarcely occupied for residences, is being rapidly spread over with snug little cottages, erected by day laborers and artisans. Land in that portion of the city has risen rapidly in value within the past year. It is another evidence of the increasing prosperity and speedy growth of the city. Nor is this destined to be an ephemeral thrift. Some three hundred dwellings will be built in that neighborhood during the coming summer by mechanics, who have bought the land on which they are to be erected at low rates, and intend to make them their homes. The same may be said of other outskirts of the city. At the Hydraulics, on the flats, and in fact throughout our city everywhere, permanent improvements are going on. This, of course, will add very materially to the value of real estate, and advance the growth of Buffalo.

The harbor of Buffalo, which is perfectly easy of access in all weathers, is very far from being adequate to the Commerce of the place, and is often so much obstructed by small craft and canal boats, especially when forced in suddenly by stress of weather, that ingress or egress is a matter not easily or readily effected. This has been the case more particularly during the past season, owing to the large increase in our lake marine, and the fact of so many large steamers entering our harbor daily. To relieve this pressure in part, a ship canal has been cut during the past summer, connecting the creek with the slip canal. More than this, however, is required to meet the demands of the large and daily increasing business of this port.

GENERAL STATE OF TRADE.

The business on the docks, by which we mean the buying and selling of produce, opened in the spring somewhat languidly, owing to a combination of unpropitious circumstances. The unfavorable state of the market in England in the early part of the spring, and which continued into the summer, served to depress our market for breadstuffs; while the confidence of holders strengthened by a belief in the scantiness of the supply, materially checked operations. Navigation upon the lakes was unobstructed at an early date, some two weeks prior to the opening of the canal, but the receipts during that time were not large. After the 20th April, the day upon which business was resumed on the canal, a series of interruptions occurred, owing to the breaks in the works, and freights in consequence ruled high and irregular. Rival routes on every side were competing for the trade, which legitimately belonged to the canals of New York. The Welland and Oswego Canals, and the Ogdensburgh and Cape Vincent

Railroads on the one side, and the New York and Erie Railroad and the southern routes on the other, were exerting all their energies to draw trade from the Erie Canal, and they were in a great measure successful, owing to the almost incessant interruption on the western division of the canal. One break was scarcely announced before information of another was received, and despite the energy and enterprise of forwarders, the increase of boats and the efforts of the business community, a paralysis appeared to have stricken this vast limb of commerce, and to have laid upon it suddenly in all its vigor the infirmities of a premature old age. The mischief entailed upon all classes by these untoward events can scarcely be calculated. The producer of the West, the commission merchant in the interior, the forwarder and the exporter were all sufferers, and our own city and State was more injured than any class of individuals. All these circumstances combined served to check business on the docks, and an unnatural dullness existed. Such a state of things, however, we have good reason to believe, will not occur again. The canals have fallen into the management of other hands, men at least who profess to be their friends, and from present appearances, if we can judge from what has already been done towards the enlargement, we may safely count upon the speedy completion of these great State works, and that during the coming season they will be kept in perfect order. From the commencement of navigation up to June, prices ruled considerably higher than for the same period during the year previous, say from 25 a 50 cents per barrel on flour, 15 a 20 cents per bushel on wheat, and 4 a 6 cents per bushel on corn. There was every disposition on the part of speculators to operate, but the unsettled condition of freights consequent on the frequent interruption of canal navigation kept them out of the market. After the close of the month of May interruptions were less frequent, and a better condition of affairs was apparent with a revival in the market.

Buffalo, as a market for the disposal of every description of produce, offers better inducements to Western merchants than any other port on the Lakes. It is a fact that prices of flour and grain have ruled comparatively higher in the Buffalo market throughout the entire season than in New York. By this we mean, that if we take, for instance, the price of a barrel of flour here, or of a bushel of wheat or corn, and add to it the freight by canal or railroad, insurance, commissions, and other incidental expenses, the margin will be found in favor of the Buffalo market. Holders who have disposed of their consignments here have as a general thing, done better than those who have shipped, and several instances have come under our observation where a consignment of flour has been received here, perhaps half has been forwarded to New York, and the balance retained here, both parcels have been sold on or about the same day, that sold here has netted a fair profit, while that shipped to New York has barely paid expenses. In the fall, holders of flour and grain who shipped from the West through to New York have done better than they would have, had they sold here as soon as the property reached this market; but had they held this property here for the same length of time that elapsed in its reaching its destination, and until it was sold, the profits realized would have been far larger. These are facts beyond dispute, as the figures of the daily markets at both cities will show. The question may be asked, How comes this? One great cause which may be assigned as a reason for this state of things is, that a greater extent of country with a large consumptive demand, looks to Buffalo for its supplies, than to any other market west of New York. The demand for the interior of our own State, as well as for the New England States, is large, and there is always either a good home or speculative demand for all descriptions of produce.

One reason which may be assigned for the high prices which ruled throughout the spring, is that during last winter purchases were made to a considerable extent of flour and grain at the high rates that then prevailed with the expectation that there would be a large foreign demand, and that prices would consequently open high in the spring. Such, however, was not the case, and the prices then paid have not been warranted by the figures obtained in the New York market. It is also well known that before the new harvest came in, the stock of grain at the upper lake ports was much reduced, and the arrivals from the interior were

barely sufficient to keep the mills in operation. Lake freights were consequently scarce, and to obtain which vessel owners were compelled to purchase cargoes to freight their vessels at figures which not only paid them no freight, but which it was with difficulty could be obtained here.

FLOUR. There has been an active demand for all the grades of Western flour during the past season at fair prices. In fact, the supply has not at all times been equal to the demand. The receipts by lake show a slight falling off from the previous season. The receipts for 1853 were 983,837 bbls., and for 1852, 1,299,513, showing a decrease of 315,676 bbls. Several reasons may be assigned for this falling off. During the entire season, commencing with the earliest navigation, the transit of property through to tide-water was tardy and uncertain, owing to the frequent breaks, and shippers hesitated in taking the venture of the route with their produce. In the mean time Oswego and Ogdensburg were actively reaching westward for a share in the carrying trade, which they secured in very liberal portions. The enterprise which usually characterizes new routes has been very active at Ogdensburg, and secured a larger amount of property for that point than the public are generally aware of. This property has been reached through low prices of transportation, which have not remunerated the parties engaged in the route. A large portion of the flour which has sought a market by that route has been Michigan flour. This flour, which is damper than either Ohio or Illinois flour, is preferred in the New England market for home consumption, while it is not so good for export as Southern Ohio flour. Those parties interested in these railroads have gone into Michigan and purchased largely and shipped by that route with a view of bringing it into public notice.

While the crop in all the wheat-growing regions of the West did not afford quite an average yield the last season, the quality of the grain was unusually fine, and as a matter of course, the flour, as a general thing, is of a much higher grade than formerly. The improvement in the character of the flour has been most perceptible in that coming from Wisconsin. The reputation of Wisconsin wheat and flour has, until the past season, been low; but so great has been the improvement in both since the last harvest, that they will in another year, with the same ratio of progress, compare favorably with the produce of Ohio or Michigan. As far as we can learn, the stock of flour at the lake ports is very small, and there was a smaller stock here in Buffalo at the close of navigation in 1853 than there has been at that season for many years past. In this connection, we give the following as the quantity of flour manufactured in Buffalo by the following mills during the year 1853:—

| | Bbls. | | Bbls. |
|-----------------|--------|---------------------|---------|
| Erie Mills..... | 70,000 | Clinton Mills | 8,000 |
| Niagara..... | 65,000 | Globe..... | 5,000 |
| Frontier | 34,429 | | |
| Queen City..... | 33,867 | | 216,296 |

The Globe Mills have been engaged during a portion of the season in grinding corn, which consequently reduces the quantity of flour manufactured. The above are the principal mills within Buffalo. There are other small grist mills, of which we have no statistics.

WHEAT. As in the case of flour, wheat shows a slight falling off for the past season from the receipts of 1852. The comparative receipts are, for 1852, 5,549,778 bushels; for 1853, 5,424,043—decrease in 1853, 125,735 bushels. The same causes which are assigned for the decrease in the receipts of flour, may also be given for wheat. There has been a large business done in this staple in our market during the past season. The high prices which have ruled throughout the year has drawn out from the farmers' hands far more than the usual proportion of the crop. Many regions are absolutely drained of all that can be spared. This is particularly the case with a large portion of Michigan and Indiana, and Ohio even has much less than her usual supply left on hand. And as it has, almost as soon as it passed from the farmers' hands, gone forward to the seaboard, the receipts here and in Eastern markets, on the opening of navigation next spring, must of necessity be very light. There has been up to this time no accumulation of wheat in any of the lake ports, and scarcely any

in the warehouses in the interior. The stock in Buffalo is very small, and far short of the quantity in store here a year ago. We must conclude, therefore, that considerably the larger portion of the last wheat crop is already in the Eastern market. This being the case, while we cannot expect a very large trade in wheat the coming spring, we may look for an active one, and with considerable confidence may calculate that the scarcity alone of this article will prevent it from declining much in price until the next harvest shall be ready for the market. The same causes which have drawn out from the country so large a portion of the last crop have induced more extensive plantings this year. Thus far the season has been remarkably favorable to the crops in the ground, and we hope that the next harvest will have a larger aggregate yield than the last.

CORN. This article also shows a large falling off for the past year. The receipts for 1852 were 5,136,746 bushels; in 1853, 3,665,793 bushels; decrease, 1,470,953 bushels. The deficiency in this article is attributable to a short crop, and the same may be said of the other descriptions of grain, oats, barley, and rye, all of which show a small falling off, when compared with the receipts of 1852. The aggregate quantity of grain of all descriptions received at this port during the season was 11,078,751 bushels.

ELEVATORS ON BUFFALO CREEK. The large and constantly increasing imports of grain by lake at this port, have induced our merchants to build Elevators on the Creek for facilitating the unloading of lake vessels, and the loading of canal boats and railroad cars. There are at present in good working order on the Creek ten Elevators, capable of storing and elevating per hour the following quantities of grain:—

| | Capacity. Bushels. | Bushels per hour. | | Capacity. Bushels. | Bushels per hour. |
|----------------------|-----------------------|----------------------|------------------------|-----------------------|----------------------|
| Brown's Elevator.... | 350,000 | 2,500 | Sterling's Elevator... | 140,000 | 2,000 |
| Hatch's | 200,000 | 2,500 | Richmond's..... | 80,000 | 2,500 |
| Evans & Dunbar's ... | 200,000 | 2,500 | Holley & Johnson's .. | 80,000 | 2,500 |
| Fish's..... | 150,000 | 2,500 | Hollister's..... | 50,000 | 1,400 |
| Seymour & Wells's .. | 150,000 | 2,500 | | | |
| Dart's | 150,000 | 2,000 | | 1,550,000 | 22,400 |

Several of these Elevators possess facilities for loading canal boats twice as fast as they can elevate from a vessel's hold.

PROVISIONS. There has been an active local and home demand for pork, beef, and cut meats throughout the season. The demand for the interior of the State has been quite large, and dealers have found it difficult to supply the inquiry at all times, and especially for the latter article. The receipts by lake of pork this year over last, are much larger. The receipts in 1853 were 102,548 bbls., and in 1852, 74,092 bbls., or an increase in favor of the past year of 28,456 bbls. In beef there has been a slight falling off for the last season as compared with 1852. In the other articles, however, of bacon, butter, tallow, and lard, the increase is large, and in several cases over double—as in bacon the receipts in 1853 were 23,075,645 lbs., while in 1852 they were only 9,796,590 lbs.

Pork packing has come to be quite a business of itself in Buffalo. From the best data we can obtain, upward of 35,000 hogs have been slaughtered in this city during the year. Eight of the principal firms engaged in slaughtering and curing, have packed about 10,000 bbls. The number of hogs cut up, and the quantity of hams, shoulders, and sides cured, we have been unable to obtain correctly, but sufficient is given to show that this item alone is no inconsiderable one. Pork packing in our city is only beginning to be understood. In another year, we will venture to predict that this business will be treble or quadruple what it is now. As a point for carrying on this business successfully, Buffalo is superior to many western lake ports. Barrels can be obtained here as cheap as at the West, and salt much cheaper; but the most important fact is, that there is always a ready market here for the disposal of the offal, which is not the case west.

The quantity of beef packed here is not large, probably not over 1,500 bbls.

The following table will show the quantity and value of the principal articles received by lake at Buffalo during the season of 1853:—

| Articles. | Quantity. | Value. | Articles. | Quantity. | Value. |
|-----------------------|-----------|-------------|----------------------|------------|-------------|
| Flour.....bbls. | 983,837 | \$6,394,940 | Bacon.....lbs. | 23,075,645 | \$1,846,051 |
| Pork..... | 102,548 | 1,081,573 | Tobacco.....hds. | 2,038 | 142,532 |
| Beef..... | 69,776 | 697,760 | Tobacco.....boxes. | 5,030 | 126,250 |
| Ashes..... | 11,553 | 288,825 | Wool.....bales. | 45,830 | 3,668,800 |
| Whisky..... | 66,707 | 667,070 | Flax..... | 520 | 7,800 |
| Seeds..... | 37,018 | 270,180 | Hemp..... | 1,977 | 49,425 |
| Eggs..... | 11,000 | 110,000 | Pelts..... | 5,288 | 132,200 |
| Fish..... | 7,731 | 61,848 | Furs.....pkgs. | 1,095 | 198,925 |
| Cranberries..... | 1,096 | 13,152 | Lumber.....feet. | 89,294,789 | 1,339,421 |
| Oil..... | 7,965 | 238,950 | Staves.....No. | 9,215,240 | 276,457 |
| Meal..... | 811 | 1,244 | Shingles.....M. | 3,542,642 | 10,629 |
| Tongues..... | 120 | 1,300 | Lath..... | 2,058,920 | 4,117 |
| Nuts..... | 1,548 | 7,740 | Feathers.....sacks. | 1,556 | 13,995 |
| Beans..... | 1,151 | 4,028 | Horses.....No. | 1,531 | 153,000 |
| Hides.....No. | 98,009 | 284,027 | Cattle..... | 20,466 | 1,227,960 |
| Leather.....rolls. | 7,991 | 199,775 | Sheep..... | 23,223 | 69,660 |
| Broom corn.....bales. | 4,963 | 59,556 | Live hogs..... | 114,952 | 1,149,620 |
| Buffalo robes..... | 631 | 31,550 | Dressed hogs..... | 5,178 | 78,660 |
| Copper.....tons. | 1,068 | 504,000 | Rags.....bags. | 3,416 | 17,080 |
| Coal..... | 38,188 | 190,140 | Paper.....bbls. | 11,040 | 220,800 |
| Iron..... | 4,731 | 165,585 | Hair.....pkgs. | 58 | 252 |
| Lead.....pigs. | 36,004 | 108,012 | Wax.....bbls. | 213 | 6,390 |
| Wheat.....bush. | 5,424,043 | 6,671,672 | Deer skins.....pkgs. | 3,837 | 191,850 |
| Corn..... | 3,665,793 | 2,199,475 | Soap.....boxes. | 128 | 512 |
| Oats..... | 1,480,665 | 508,252 | Starch.....bbls. | 591 | 5,319 |
| Barley..... | 401,098 | 248,082 | Starch.....boxes. | 2,158 | 5,316 |
| Rye..... | 107,152 | 80,454 | Candles..... | 2,835 | 28,350 |
| Butter.....lbs. | 6,589,784 | 988,467 | Sugar.....hds. | 185 | 18,500 |
| Cheese..... | 5,377,800 | 430,224 | Ties.....No. | 11,682 | 4,400 |
| Lard..... | 8,185,500 | 818,550 | Beans.....bbls. | 1,172 | 3,516 |
| Tallow..... | 762,810 | 91,537 | Sundries.....pkgs. | .... | 3,500,000 |

Total value.....\$36,881,230

" " 1852.....34,948,855

Increase in favor of 1853.....\$1,937,375

The following table shows the principal articles landed at Buffalo, from the opening to the close of navigation, for two seasons:—

| | 1852. | 1853. | | 1852. | 1853. |
|------------------|-----------|------------|-----------------------|------------|------------|
| Flour.....bbls. | 1,299,513 | 983,837 | Flax.....bales. | 789 | 520 |
| Pork..... | 60,669 | 102,548 | Broom corn..... | 5,420 | 4,963 |
| Beef..... | 76,679 | 69,776 | Buffalo robes..... | 80 | 631 |
| Whisky..... | 79,308 | 66,707 | Feathers..... | 2,285 | 1,556 |
| Corn meal..... | 5,099 | 311 | Pelts..... | 3,296 | 5,288 |
| Seed..... | 31,559 | 37,018 | Furs.....bales & bxs. | 2,909 | 1,095 |
| Eggs..... | 7,686 | 11,000 | Leather.....rolls. | 7,155 | 7,991 |
| Fish..... | 6,814 | 7,773 | Hides.....No. | 95,452 | 98,008 |
| Oil..... | 7,577 | 7,965 | Copper.....tons. | 439 | 1,068 |
| Cranberries..... | 1,176 | 1,096 | Iron..... | 4,848 | 4,731 |
| Nuts..... | 2,573 | 1,548 | Coal..... | 34,665 | 38,188 |
| Ashes..... | 14,522 | 11,558 | Lead.....pigs. | 31,916 | 36,004 |
| Wheat.....bush. | 5,549,778 | 5,424,043 | Tobacco.....hds. | 6,620 | 2,038 |
| Corn..... | 5,136,746 | 3,665,793 | Tobacco.....bxs. | 7,799 | 5,030 |
| Oats..... | 2,596,231 | 1,480,655 | Lumber.....ft. | 72,387,255 | 89,294,789 |
| Rye..... | 112,271 | 107,152 | Shingles.....M. | 13,532,000 | 3,542,642 |
| Barley..... | 497,913 | 401,098 | Lath..... | 1,500,000 | 2,058,920 |
| Butter.....lbs. | 3,989,917 | 6,589,784 | Staves.....No. | 12,998,614 | 9,215,240 |
| Lard..... | 7,164,672 | 8,185,300 | Horses..... | 1,643 | 1,533 |
| Tallow..... | 1,014,686 | 762,810 | Cattle..... | 15,926 | 20,466 |
| Bacon..... | 9,696,590 | 23,075,645 | Sheep..... | 16,590 | 23,223 |
| Wool.....bales. | 45,172 | 45,830 | Live hogs..... | 111,223 | 114,952 |
| Hemp..... | 3,597 | 1,977 | | | |

The total value of the imports for the year 1853, as appears by our figures, is \$36,881,230. We have for years back been able to obtain from the Custom House the imports by lake, and their value. This year, however, these tables have not been kept by the Collector or his clerks, and we are therefore obliged to resort to the tables which we have published daily of the receipts for the year, and make out the valuation of the same, with the assistance of those who are acquainted with the prices of the different articles. We are satisfied, however, that our figures, as we give them above, are far more correct than if we were to rely on the tables which might be got up by the Collector or his deputies from the manifests reported to them. It is well known that many vessels during the season arrive in port, discharge their cargo, and reload and leave port, without ever reporting at the Custom House. Several of the steamers which have been engaged in the stock trade during the past season, have frequently arrived in port after the Custom House has been closed. Their load has been principally cattle and hogs. They are unloaded in a very short time, and leave port again for another load before the office opens in the morning. Such instances were of almost daily occurrence during the past summer. The reporters for the press have generally been on hand and have obtained copies of their manifests, while the Custom House has not. Again, propellers which have cleared from some upper lake port for this district, say Tonawanda—and it has occurred almost daily—have touched here and unloaded perhaps 1,000 barrels of flour, or 500 barrels of pork, or other articles of produce, and have gone on to their destination with the remainder of their cargo, without reporting here. In such cases the vessel is not required to report to the Custom House here, and therefore no minute is kept of it unless some reporter gets it. There is another reason why we do not get the full receipts at this port, and that is, that vessels on leaving the port, say of Chicago, obtain a clearance specifying their cargo—they come on to Kenosha or Milwaukee and receive additions to their cargoes, which is not always noted in the manifest. From these facts and others, we are inclined to believe that our figures, as kept during the season of the imports, are under their actual value.

It will also be seen by reference to our tables under the head of railroads, that the Buffalo and State Line Railroad have brought to our city during the year ending Dec. 31, 1853, a large amount of produce, which according to our figures is valued at \$2,234,273. This, added to our imports by lake, would make the total imports of Buffalo from the West, for the past year, \$39,115,503, or an increase over 1852 of over \$5,000,000; and if we add to our imports from the West the imports by canal and railroad from the East, it will show a Commerce of over one hundred and twenty-five million dollars! In the above no estimate has been made of the value of the many tons of valuable goods and specie, transported by the express companies over the railroads and on board the steamers, or of the enormous passenger trade of these lines. Were it possible to arrive at the value of such commerce, it would undoubtedly swell the aggregate amount of trade by many millions of dollars.

The amount of specie on deposit in the custom house in this city on the 31st of December, 1853, and subject to draft was \$33,532 50.

The amount paid out by the collector of this port during the past year to destitute and indigent sailors was \$3,235 23, and the amount collected in this district during the same period for that fund was \$1,317 44. The deficit, \$1,917 79, is made up by drafts on the fund appropriated by Congress for the relief of sailors.

The following table shows the entrances and clearances at this port of foreign and American vessels, together with their tonnage and crews, during the year 1853:—

| Arrived. | No. | Tons. | Men. | Boys. |
|--|-----|------------|-------|-------|
| American vessels from foreign ports..... | 132 | 24,235 36 | 1,047 | 45 |
| Foreign do. do..... | 735 | 116,235 93 | 5,714 | 360 |
| Total..... | 867 | 140,471 29 | 6,761 | 405 |

| Cleared. | No. | Tons. | Men. | Boys. |
|--|-------|--------------|---------|-------|
| American vessels to foreign ports..... | 152 | 29,629 66 | 1,278 | 53 |
| Foreign do. do..... | 735 | 116,266 49 | 6,722 | 358 |
| Total..... | 887 | 145,896 15 | 8,000 | 411 |
| Coasting trade. | | | | |
| Inwards..... | 3,239 | 1,491,604 60 | 50,917 | 1,179 |
| Outwards..... | 3,305 | 1,475,006 22 | 52,434 | 1,158 |
| Total..... | 6,544 | 2,966,610 82 | 103,351 | 2,337 |
| Grand total—1853..... | 8,298 | 3,252,978 26 | 128,112 | 3,153 |
| do. 1852..... | 9,441 | 3,092,247 73 | 127,491 | 5,215 |
| do. 1851..... | 9,050 | 3,087,533 80 | 120,542 | 5,251 |
| do. 1850..... | 8,444 | 2,743,700 86 | 125,672 | .... |

BANKS AND BANKING. There has always hitherto been much embarrassment felt by all classes of business men of Buffalo, in consequence of the limited banking capital employed in their midst, and it has not been a little surprising that Eastern capitalists have not perceived that the banking facilities of that city are wholly disproportionate to the amount of business done, and that there is no place scarcely in our whole country where a legitimate banking house of heavy capital can be more profitably located than there.

The entire resources of all the banks now located in Buffalo are inadequate to the produce and forwarding business alone. While the dock men of both branches not only absorb all the means of the city banks, but are obliged frequently to go abroad for that accommodation necessary to enable them to carry on their business successfully. Those engaged in other branches of trade are compelled either to forego entirely all resort to the banks, or to deal with them on extremely unfavorable terms. The discounts to produce and forwarding houses being generally made on fifteen and twenty day paper, payable in New York, the banks prefer their business to that of up-town houses in other branches of trade who desire to make their paper on longer time and payable at home. By thus renewing their discounts in so short intervals, and each time receiving the benefit of the difference of exchange between this city and New York, the banks are enabled to make very handsome dividends.

The inconvenience of business men is still further increased from the fact that the banks are numerous enough, while their aggregate capital is altogether insufficient. During the past year two new banks have gone into operation—the “Queen City” and the “City Bank,” both with small capitals. The following is a list of all the banks in the city, and their capitals:—

| | | | |
|----------------------------|-----------|--------------------------------|-----------|
| O. Lee & Co. Bank..... | \$160,000 | Patchin Bank..... | \$100,000 |
| White's "..... | 100,000 | Hollister "..... | 200,000 |
| Bank of Attica..... | 160,000 | City "..... | 100,000 |
| Marine Bank..... | 170,000 | Pratt's "..... | 60,000 |
| Sacket's Harbor Bank... .. | 200,000 | Farmers' and Mechanics' Bank.. | 100,000 |
| Queen City "..... | 75,000 | Exchange Bank..... | 50,000 |

Total.....\$1,475,000

Here we have twelve banks with an aggregate capital of \$1,475,000 in a city whose Commerce alone is now yearly of the value of over one hundred millions of dollars. What Buffalo needs most is “banking facilities.” By this we mean an institution with sufficient capital to discount manufacturers' papers at two, four and six months, payable at home. These institutions to be controlled by men who can appreciate the true interests of the city and its population, and their own as well, and who will be content with fair profits, and not seek to swell them by shifts and evasions of the statutes against usury. Produce operations can be conducted successfully under our present system of discounts, but the business of manufacturing upon such a scale as Buffalo requires, cannot be carried on without financial auxiliaries of a different character. We must furnish

facilities for the manufacturer to sell on a responsible credit, and then turn his customers' paper into money by paying legal interest, thus saving him from being cramped, thrown out of the bank and sent to a broker's to have his paper shaved with the money of the bank who have thrown him out. A few of our citizens, by a united, vigorous effort, might found a bank with a capital of say one million, which shall confine its operations to discounting paper payable at home or in Western cities, charging seven per cent interest, and a quarter or a half per cent for collecting Western paper, taking Western money at par and paying out the same to its manufacturing customers. Capital for such an institution can be readily procured. Banking business conducted as it is generally in Buffalo, fails to be of any benefit to a large class of our citizens, a class, too, with whose success the business and prosperity of the city is intimately associated. Another evil from which the citizens of Buffalo suffer to a great extent is in the large amount of depreciated currency which is in circulation. Every conceivable description of paper issue appears to find its way here, and for want of something better, is adopted into general use by our dealers, although the aggregate of loss which it entails upon them is large and materially detracts from the profits of legitimate business. This evil might be remedied to a great extent if we had banks at home with adequate capital to furnish currency with which the business transactions of the city might be conducted.

OUR LAKE MARINE. Ship Building. It is not to the ocean alone that the contest for maritime superiority is to be confined. There is another vast race-course, as it is termed, upon which the struggle will be as exciting and quite as warmly contested as that which now attracts the attention of the civilized world on both sides of the Atlantic. We mean our great north-western lakes.

The history of our lake marine, could it be written out in full, would be a subject of interesting study. It would present a series of triumphs in naval architecture, quite as important to the States bordering on the lakes, quite as clearly defined and as legitimately gained by the aid of nautical skill and of keen observation, united to a wise application of scientific principles as those which have occurred along the greater extent of our national seaboard.

At the present time this subject addresses itself to the whole country connected with the Commerce of the Lakes with great emphasis, for the reason that the rapidly developing condition of our Western States requires an equally rapid increase of the facilities for transporting to market their annually augmented products. Whatever adds to the efficiency of our lake marine, to its sailing qualities, to the safety with which it bears its treasures over these waters, to the cheapness with which it can transport the products of our soil, our mines, our forests and manufactories, is so much added to the actual wealth of the country, to its industrial energy, and its ultimate supremacy in all the elements of power.

Buffalo, from the unsurpassed advantages offered by superiority of location, naturally takes the lead of any other lake city in this important branch of industry. The ship yards of this city have already sent forth upon the Western waters, steamers which must elicit the wonder and admiration of the world. Steamboats, propellers, and every class of sailing vessels, can be built here with greater advantage to the owner in the important item of economy, and at the same time superior to all others in quality and model. The timber used is procured from Canada, and from different locations bordering on Lake Erie, and is upon the whole better than that used at many points on the upper Lakes, and again the important item of iron, which enters largely into the construction of vessels, can be laid down here at a much lower figure than at any other point on the Lakes.

Buffalo is well supplied with machine shops and furnaces, and machinery can be made in this city as cheap as elsewhere, and considering the great expense of transportation, chiefly by railroad in winter, and the disadvantages from having the hull and engine built at so great a distance from each other, perhaps cheaper. Connected with one of the yards in the city, there is a dry dock of sufficient capacity to admit a steamer of over 2,500 tons, and 350 feet in length, with marine railway to facilitate the hauling out and repairing of vessels. There is also near this yard a large derrick for the handling of boilers and heavy machinery

These and other facilities which we possess, give to Buffalo the preference as a ship building city, and to these facts may be attributed the reason she has turned out the large amount of tonnage noted below during the past year, and what is now on the stocks, a great portion of which is building for parties residing in other lake cities.

THE FOLLOWING IS A LIST OF THE STEAMERS, PROPELLERS, AND SAIL VESSELS, WITH THEIR TONNAGE, BUILT AT THE PORT OF BUFFALO DURING THE YEAR 1853:—

| STEAMERS. | | | |
|---------------------------|----------|-------------------|-----------|
| | Tons. | | Tons. |
| Queen of the West..... | 1,851.30 | Mississippi..... | 1,827.12 |
| Crescent City | 1,746.12 | St. Lawrence..... | 1,844.39 |
| Garden City..... | 657.31 | | |
| Total steamers..... | | | 7,926.24 |
| PROPELLERS. | | | |
| Northern Michigan..... | 359.25 | Louisville | 366.02 |
| Jefferson..... | 344.63 | Cincinnati | 366.02 |
| Portsmouth | 525.57 | Kentucky | 366.02 |
| Young America..... | 359.49 | Brunswick..... | 512.20 |
| Charter | 241.86 | Chapman | 77.38 |
| International..... | 478.89 | Underwriter | 107.44 |
| Iowa..... | 941.53 | P. L. Barton..... | 40.80 |
| Tug | 115.30 | A. S. Fields..... | 115.22 |
| Dayton | 366.50 | | |
| Total propellers..... | | | 5,678.72 |
| BRIGS. | | | |
| Young America..... | | | 346.29 |
| SCHOONERS. | | | |
| North Star..... | 366.94 | Arabian | 353.93 |
| Homer Ramsdell | 275.91 | Oriental | 270.68 |
| C. Reeves | 279.80 | Thornton | 353.98 |
| Gem..... | 306.50 | | |
| Total sail | | | 2,553.98 |
| Total of steamers | | | 7,926.24 |
| Total of propellers | | | 5,678.72 |
| Total of sail..... | | | 2,553.98 |
| Grand total..... | | | 16,158.94 |

It is a significant fact that out of 16,158.94 tons of vessels building at Buffalo during 1853, there were but eight sailing vessels of 2,553.98 tons. The remainder, 13,604.96 tons, consisting of steam vessels, showing conclusively that steam is growing more rapidly into favor in a trade so admirably adapted to its successful application as that of the Western lakes. The high rates of freights on the Lakes will doubtless stimulate vessel building to a great extent during the coming winter. During last spring and fall lake freights were very high, while in the middle of summer they were low, but only for a short period. The large amount of shipping now on the stocks at all the lake ports, leads to the hope that prices will not be apt to rule as high next spring as is generally expected. Nevertheless there is no reason to doubt that the commercial marine of the Lakes will be very prosperous for many years to come, as the increased productions of the country, resulting from the stimulated influence of the completed and completing railroads, and the changes in the channels of trade which such roads cannot fail to effect, will augment the material for transportation with an unexampled rapidity.

The tonnage of vessels now in process of construction, and to be built during the present winter at the port of Buffalo, so far as we are informed, aggregates about 11,056 tons.

This branch of industry gives constant employment to from twelve to fifteen hundred mechanics, who earn good wages throughout the year.

STATEMENT SHOWING THE TOTAL NUMBER OF STEAMERS AND PROPELLERS BELONGING TO THE DISTRICT OF BUFFALO CREEK, N. Y., DURING THE QUARTER ENDING DECEMBER 31, 1853—THEIR NAMES, TONNAGE, AND NUMBER OF PERSONS EMPLOYED ON EACH VESSEL:—

| Steamers. | Tons. | Cr'w. | Steamers. | Tons. | Cr'w. | Steamers. | Tons. | Cr'w. |
|-----------------|----------|-------|----------------|----------|-------|------------------|----------|-------|
| South. Michigan | 1,470.54 | 45 | Empire..... | 1,440.72 | 43 | Kossuth..... | 318.60 | 16 |
| North. Indiana. | 1,475.50 | 45 | Golden Gate .. | 770.48 | 25 | Great Western.. | 780.60 | 20 |
| Mississippi.... | 1,829.12 | 48 | Garden City... | 657.31 | 25 | Minnesota..... | 749.45 | 20 |
| St. Lawrence... | 1,844.39 | 48 | Wisconsin..... | 887.15 | 28 | Fox..... | 102.00 | 4 |
| Crescent City.. | 1,746.12 | 45 | Sultana..... | 806.38 | 30 | Kaloolah..... | 443.84 | 19 |
| Queen of West. | 1,851.30 | 45 | Hend. Hudson.. | 750.46 | 30 | Patent..... | 31.02 | 3 |
| Empire State.. | 1,691.20 | 45 | Lexington..... | 363.53 | 24 | Troy..... | 546.47 | 25 |
| Buckeye State. | 1,274.17 | 30 | Diamond | 331.61 | 24 | Superior..... | 567.17 | 25 |
| Lady Elgin.... | 1,037.34 | 25 | Union..... | 62.34 | 3 | John Hollister.. | 218.90 | 13 |
| Globe..... | 1,223.26 | 30 | Belle..... | 240.25 | 18 | America..... | 1,083.27 | 25 |

| | |
|--------------------------------|-----------|
| Number of steamers | 30 |
| Total tonnage of steamers..... | 26,593.98 |
| Number of hands employed | 831 |

| Propellers. | Tons. | Cr'w. | Propellers. | Tons. | Cr'w. | Propellers. | Tons. | Cr'w. |
|------------------|--------|-------|------------------|--------|-------|-----------------|--------|-------|
| F. W. Backus... | 289.78 | 15 | California..... | 420.26 | 19 | Sciota..... | 384.32 | 20 |
| Indiana..... | 349.34 | 18 | Samson..... | 250.50 | 18 | Ohio..... | 441.66 | 20 |
| Dunkirk..... | 544.56 | 20 | F. Follett..... | 67.63 | 6 | Saginaw..... | 407.23 | 18 |
| Bucephalus.... | 493.42 | 17 | Franklin..... | 39.32 | 5 | Troy..... | 304.04 | 18 |
| Buffalo..... | 689.21 | 20 | Queen of Lakes. | 563.53 | 20 | Cataract..... | 393.71 | 16 |
| P. F. Barton.... | 40.30 | 5 | Portsmouth.... | 525.59 | 20 | Mayflower..... | 623.77 | 21 |
| Young America.. | 359.49 | 18 | Dart..... | 96.44 | 8 | G. W. Tift..... | 81.26 | 8 |
| New England.. | 351.67 | 18 | Sandusky..... | 370.79 | 19 | Genesee Chief.. | 429.32 | 15 |
| Westmoreland.. | 665.84 | 20 | Montezuma.... | 322.63 | 19 | Nile..... | 650.08 | 20 |
| Underwriter... | 107.44 | 10 | Oregon..... | 312.91 | 19 | Edith..... | 549.29 | 18 |
| Owego..... | 483.56 | 18 | Detroit..... | 293.71 | 16 | Brunswick..... | 512.20 | 18 |
| Pilot..... | 77.38 | 6 | Paugasset..... | 290.63 | 21 | Milwaukee..... | 616.44 | 20 |
| Iowa..... | 981.53 | 20 | M. B. Spaulding. | 419.56 | 19 | Allegheny..... | 468.02 | 15 |
| Charter Oak.... | 184.24 | 12 | Niagara..... | 450.49 | 20 | Charter..... | 241.86 | 12 |
| St. Joseph..... | 460.16 | 24 | Illinois..... | 530.55 | 20 | | | |
| Pocahontas.... | 426.64 | 18 | H. A. Kent..... | 442.27 | 18 | | | |

| | |
|----------------------------------|-----------|
| Number of propellers | 46 |
| Number of persons employed | 765 |
| Total tonnage..... | 18,004.99 |

NAMES, TONNAGE, AND NUMBER OF CREW OF ALL SAIL VESSELS ENROLLED AND LICENSED IN THE DISTRICT OF BUFFALO CREEK, N. Y., DECEMBER 31, 1853:—

| Brigs. | Tons. | Cr'w. | Brigs. | Tons. | Cr'w. | Brigs. | Tons. | Cr'w. |
|-------------------|--------|-------|------------------|--------|-------|-------------------|--------|-------|
| Globe..... | 319.77 | 9 | Emerald..... | 185.40 | 7 | John Hancock .. | 260.14 | 10 |
| Patrick Henry.. | 316.07 | 12 | Missouri..... | 153.17 | 8 | Constellation... | 260.34 | 10 |
| Jas. McBride... | 271.85 | 9 | Ramsey Crooks. | 228.43 | 10 | Oleander..... | 262.38 | 10 |
| Shakespeare.... | 260.55 | 10 | Young America. | 346.29 | 12 | Virginia..... | 160.32 | 7 |
| Buffalo..... | 263.75 | 10 | L. A. Blossom.. | 258.09 | 12 | Andes..... | 268.19 | 10 |
| Wm. Monteath . | 261.79 | 10 | Grey-Hound ... | 367.00 | 10 | Southampton... | 241.82 | 8 |
| Lowell..... | 255.90 | 10 | Fashion..... | 223.35 | 10 | Mahoning..... | 259.42 | 9 |
| Tuscarora..... | 253.43 | 11 | C. J. Hutchins.. | 341.42 | 11 | C. A. Bemis.... | 207.45 | 10 |
| Mohegan..... | 248.09 | 8 | David Smart... | 203.43 | 10 | St. Louis..... | 210.80 | 10 |
| H. R. Seymour . | 245.88 | 11 | Castalia..... | 241.82 | 10 | St. Louis, 2d ... | 185.74 | 9 |
| S. C. Walbridge.. | 227.16 | 9 | J. R. Giddings.. | 269.65 | 10 | Alert..... | 184.17 | 9 |
| Odd Fellow.... | 224.64 | 10 | Sandusky..... | 225.68 | 10 | | | |
| Preble..... | 217.32 | 8 | Banner..... | 431.38 | 14 | | | |

| | |
|---------------------------------|----------|
| Number of brigs | 37 |
| Number of persons employed..... | 364 |
| Total tonnage | 9,342.12 |

| Barks. | Tons. Cr'w. | Barks. | Tons. Cr'w. |
|--------------|-------------|------------------|-------------|
| Canada | 660.38 20 | Trade Wind | 374.12 10 |

| | |
|----------------------------------|----------|
| Number of barks | 2 |
| Number of persons employed | 30 |
| Total tonnage | 1,034.50 |

| Schooners. | Tons. Cr'w. | Schooners. | Tons. Cr'w. | Schooners. | Tons. |
|-------------------|-------------|-------------------|-------------|-------------------|-----------|
| Virginia Purdy . | 301.46 10 | Hanover | 237.87 8 | Abiah | 353.49 10 |
| H. B. Bishop ... | 263.80 7 | J. K. Polk | 72.92 6 | Tiger | 42.29 3 |
| Suffolk | 250.12 12 | Gen. Pierce | 63.86 6 | Wing-and-Wing. | 216.84 10 |
| Hope | 249.83 10 | Palo Alto | 202.73 9 | Magnolia | 198.67 8 |
| Excelsior | 247.55 10 | Pearl | 151.14 7 | Missouri | 159.55 7 |
| M. H. Sibley ... | 252.18 8 | J. W. Blake | 27.64 3 | Congress | 206.32 7 |
| Robert Emmett. | 245.07 9 | Defiance | 253.58 9 | Albany | 144.03 3 |
| E. K. Bruce ... | 240.39 9 | Crevola | 212.83 9 | Erie | 62.88 5 |
| George Davis ... | 238.46 9 | May Queen | 43.22 4 | Stranger | 124.92 7 |
| Ivanhoe | 237.56 8 | J. M. Lee | 100.24 6 | Chesapeake | 131.03 5 |
| Henry Hagar ... | 237.51 9 | Navigator | 108.65 6 | Fox | 405.09 10 |
| Denmark | 236.63 10 | Flying Dutchman | 74.49 5 | W. W. Brigham. | 121.16 7 |
| Green Bay | 233.62 10 | H. Ramsdell ... | 276.91 8 | Ithica | 199.42 9 |
| C. Y. Richmond. | 229.45 9 | Ætna | 94.71 5 | Gen. Harrison .. | 115.98 6 |
| Pilgrim | 228.55 9 | Effort | 77.27 5 | Birmingham | 137.83 7 |
| Dan Marble | 213.68 8 | Actares | 176.46 8 | Plymouth | 197.68 7 |
| Mansfield | 313.27 9 | Arcturus | 412.46 10 | Miranda | 217.59 9 |
| Petrel | 208.71 8 | Orion | 305.25 9 | Albatross | 234.62 10 |
| A. Belmont ... | 208.34 10 | North Star | 366.94 9 | Margaret | 125.37 6 |
| P. P. Pratt | 196.60 8 | Sandusky | 110.34 6 | Wm. Wallace ... | 83.53 6 |
| G. T. Williams.. | 167.04 8 | North Carolina .. | 95.15 6 | Star | 224.93 10 |
| A. Barton | 155.74 8 | United States .. | 93.19 7 | Tuscola | 221.21 8 |
| Lexington | 118.10 7 | Palatina | 90.93 6 | M. Douseman | 153.57 7 |
| Marion | 140.86 8 | Barcelona | 89.74 6 | J. B. Skinner ... | 142.40 7 |
| Wyandott | 140.66 7 | E. Fletcher | 61.24 6 | R. C. Smead | 75.46 5 |
| Trenton | 132.66 7 | Huron | 132.29 7 | Lewis Cass | 191.97 6 |
| Big Z | 168.67 8 | S. J. Eason | 83.46 6 | Home | 127.59 5 |
| W. Irving | 111.44 7 | Traveler | 266.56 10 | Aldebaran | 303.55 9 |
| Free Trader | 111.23 6 | Windham | 236.80 8 | Maine | 194.79 8 |
| West Wind | 255.58 8 | Dawn | 262.37 8 | Troy | 122.00 6 |
| H. L. Lansing .. | 369.64 10 | Almeda | 269.65 6 | J. W. Brown ... | 238.55 9 |
| Robert Willis .. | 367.86 10 | C. Chauncey ... | 80.17 6 | Luther Wright .. | 195.75 7 |
| Montgomery | 248.51 8 | North America .. | 75.63 6 | William | 178.77 7 |
| Roscoe | 135.87 6 | Vermont | 67.92 6 | Puritan | 223.35 9 |
| Illinois | 110.31 6 | Lodi | 66.24 5 | Caroline Ames .. | 142.60 8 |
| Cambridge | 106.05 6 | Minerva | 60.64 6 | Scow Aldebaran. | 96.77 7 |
| Post Boy | 95.24 5 | Ocean | 59.37 4 | Gem | 306.43 10 |
| C. Reeves | 279.80 8 | E. Whittlesey .. | 40.67 6 | | |
| Morning Star ... | 21.09 5 | Lion | 30.92 6 | | |

| | |
|---|-----------|
| Number of schooners | 115 |
| Number of hands employed | 853 |
| Total tonnage | 17,992.30 |
| Number of steam and sail vessels belonging to this district | 230 |
| Total number of persons employed | 2,843 |

| | |
|---|-----------|
| Total tonnage of steam and sail vessels, 1853 | 72,967.89 |
| " " " 1852 | 56,523.51 |

| | |
|---------------------------------|-----------|
| Increase in favor of 1853 | 16,444.38 |
|---------------------------------|-----------|

We give below a summary statement of disasters which have occurred to the marine belonging to the District of Buffalo Creek, New York, during the year 1853, together with the loss of life and property consequent thereupon, as follows:—

| | |
|---|-----------|
| Total loss of property for 1853 is..... | \$248,713 |
| " loss of life | 15 |
| " number of disasters | 73 |

RECAPITULATION.

| | |
|------------------------------|------------------|
| Amount of loss by steam..... | \$90,890 |
| " sail..... | 157,823 |
| | <u>\$248,713</u> |

Of the seventy-three disasters, one steamer, one brig, and five schooners, or 2,367 tonnage, have gone out of existence entirely.

The number of accidents exceed those of last year, while the loss of property and life is much less. The great decrease in the loss of life and property by collision and explosion, shows a very gratifying result of the first year's operation of the new law relative to vessels propelled by steam, and the improved system of lights.

There is one fact worthy of note here, showing the extent of the marine of the port of Buffalo as compared with that of all other ports on the Lakes. The total amount of loss by disasters on all the lakes, the marine of all ports on those lakes, for the year 1853 is \$874,143, of which the port of Buffalo loses \$248,713, or over one-fourth.

MANUFACTURES. It was our intention to notice briefly the several iron manufacturing establishments of Buffalo, but owing to their number and the difficulty of obtaining statistics from each under a delay of several weeks, we are compelled to refer to them only generally. Buffalo, from her position geographically, with railroads, lake, canal, and river radiating to all points of the compass, and with the inexhaustible iron and coal beds of Pennsylvania within a few miles on the one hand, and the iron and copper ore of Lake Superior on the other, is destined shortly to become one of the greatest manufacturing cities west of New York, not even excepting Pittsburg or Cincinnati. There are few points more favorably situated for distributing manufactures than Buffalo. Natural and artificial communications of trade and travel reach from us to the North, the South, the East, and the West, and penetrate vast regions of rich and populous country. Already are there located in our midst numerous large engine and boiler manufactories, furnaces, ear works, foundries, &c., and when the Buffalo and Pittsburg Railroad is completed, and we have coal in abundance, no limit can be set to the extent to which manufacturing can be carried on at this place, for with cheap coal, iron, and copper, cotton and woolen manufacturing can be prosecuted to the extent of the demand in the West for those goods. We need only this coal to make a great manufacturing town of Buffalo. The shrewd and stirring men of New England will come in among us with their capital and their genius, as soon as the coal comes, and they will fill the air with the rattling and roaring of machinery.

If we can make Buffalo the great market for the copper of Lake Superior, various manufactories of copper and brass will be located here, requiring in the foundries, furnaces, mills, and shops, thousands of artisans, and if we are ready with our coal to work the iron ore of Lake Superior, then there will be erected the blast furnaces, the forges, the rolling mills to work the iron, and as this iron peculiarly fitted for making steel, there will grow up the steel works, scythe and tool factories, and the shops where files and cutlery will be made from that steel.

Buffalo has a bright prospect of future prosperity before her, and all that is required to realize this prosperity, is to secure the advantages within her grasp by building the road to the coal fields, and encouraging in every reasonable way the establishment of manufactories in that city.

RAILROADS. We have been unable to obtain precisely the amount and class of goods received at and shipped from Buffalo by railroad during the past year, for the reason that the companies are not required to report their traffic to the State Engineer as formerly, and consequently they no longer keep their books

and accounts to represent the old classifications. We have, however, been permitted by the freight agents of the several lines of railroad terminating in this city, to examine their freight books for the year, and having gone through each carefully, and with a great deal of labor, we are enabled to present much information that is both valuable and interesting, and which shows that the business of these railroads has increased almost beyond precedent over the previous year.

New York Central Railroad. This road has done an immense business during the past year. Notwithstanding the facilities they have possessed for doing a large freight business by consolidation, yet they have been unable to transport half the produce and merchandise that has been offered them, from the want of freight cars, and we doubt whether there can be found another road better equipped in this respect than the Central Road. Owing to the frequent interruptions to canal navigation during the past summer, their depots have been filled and emptied daily, with every description of produce destined for Albany and New York.

THE FOLLOWING TABLE WILL SHOW THE LEADING ARTICLES CARRIED BY THE NEW YORK CENTRAL RAILROAD FROM THIS CITY TO ROCHESTER, ALBANY, AND NEW YORK, DURING THE YEAR 1853:—

| | | | | | |
|-----------------|---------|--------------------|--------|--------------------|-----------|
| Flour.....bbls. | 194,928 | Hogs, live..... | 79,523 | Rye..... | 1,222 |
| Pork..... | 7,650 | Hogs, dressed..... | 9,979 | Butter.....bbls. | 3,618,400 |
| Beef..... | 20,553 | Sheep..... | 4,900 | Cheese..... | 2,229,650 |
| Whisky..... | 9,122 | Hides..... | 25,427 | Tallow..... | 404,100 |
| Oil..... | 930 | Wheat.....bus. | 62,787 | Lard..... | 595,800 |
| Seeds..... | 14,468 | Corn..... | 14,303 | Bacon..... | 2,382,500 |
| Horses.....No. | 1,447 | Oats..... | 9,045 | Wool.....lbs. | 19,153 |
| Cattle..... | 84,090 | Barley..... | 3,336 | Leather.....rolls. | 7,642 |

During the past year this road has transported nearly 150,000 tons. The amount shipped each way it has been impossible to obtain separately. The company have made extensive preparations for doing a large business next year. Last year they enlarged their freight depot on Ohio-street, and have purchased several large lots of ground on the Creek, on which they intend erecting a large freight depot; they have also laid down tracks along the docks, extending from the main tracks each way to two of the principal elevators, where every facility will be had for loading their cars with grain. They have also purchased several large lots on Exchange-street, running back to Carrol, on which they will erect next spring a large passenger depot.

THE FOLLOWING GENERAL STATEMENT WILL SHOW THE RECEIPTS AND DISBURSEMENTS OF THIS ROAD FOR THE NINE MONTHS ENDING FEBRUARY 1st, 1854:—

| | |
|--|----------------|
| From passengers..... | \$2,410,435 26 |
| For freight..... | 1,512,427 85 |
| Total receipts..... | 3,922,863 11 |
| Disbursements, including special expenditures..... | 2,042,328 26 |
| | \$1,880,534 85 |
| Deduct nine months interest, at 6 per cent on debt certificates, (\$8,885,210) and on debts of the old companies assumed under the consolidation agreement (\$1,861,823) in all say, \$10,747,033..... | \$483,616 49 |
| Proportion of sinking fund for nine months to pay debt certificates at the rate of 1½ per cent per annum..... | 83,298 84 |
| | 566,915 33 |
| Total receipts for nine months, after payments as above..... | \$1,313,619 59 |

The earnings of the road for the months of May, June, and July, were received by the former companies. During that period, and while the consolidation was being perfected, and even afterwards, large expenditures were made for repairs

on portions of the line, and in renewing the track where the rails had been worn out; in equipping the whole line; and in various other ways found indispensable to put the road in efficient working order. These were extraordinary expenses.

The amount charged to expense account has thus been much larger than it otherwise would have been, and larger, proportionately, than it will be hereafter.

The directors, we understand, in view of the true interests of the company, regard it of importance to keep the construction account within the most rigid limits, so that there may be no occasion to add either to its capital or liabilities. But after charging to the expense account whatever is necessary to render the road perfect in its organization and efficient in its operations, enough has transpired to assure its friends that their anticipations of its usefulness as a great central thoroughfare, and its value in other respects, will be fully realized.

Buffalo and New York City Railroad. This road has also done a large business during the past year, both in passengers and freight.

THE FOLLOWING TABLE SHOWS A FEW OF THE PRINCIPAL ARTICLES OF PRODUCE CARRIED BY THE NEW YORK CITY RAILROAD FROM THIS CITY DURING THE YEAR 1853:—

| | | | | | |
|-----------------|--------|-----------------|-----------|--------------------|---------|
| Flour.....bbls. | 85,557 | Butter.....lbs. | 518,300 | Sheep | 9,306 |
| Pork..... | 5,347 | Bacon..... | 1,329,000 | Wool.....bbls. | 2,398 |
| Beef | 5,700 | Cheese..... | 53,200 | Hides..... | 8,417 |
| Ashes..... | 1,094 | Horses | 597 | Leather ....rolls. | 548 |
| Whisky..... | 4,439 | Cattle | 2,956 | Lard.....lbs. | 101,500 |
| Seeds | 5,649 | Hugs..... | 35,510 | Skins....bbls. | 700 |

The road has been in running order since November, 1852. The road was originally intended to extend from Attica to Hornellsville, to connect the New York Central and the New York and Erie, but was finally extended to Buffalo. The road was thus built 91 miles in length, instead of 60 as first intended. The total cost of the road and fixtures up to October 1st, was in round numbers \$3,348,000. The capital stock is \$900,000, of which about \$700,000 has been received and applied. The first bonds issued were \$700,000 secured only by a mortgage on that part of the road between Attica and Hornellsville, and \$500,000 were issued on mortgage of the remaining part of the road; a part of the last were applied to the purchase of that part of the road formerly owned by the Buffalo and Attica Railroad Company. About \$163,000 income bonds have also been issued, making the capital and funded debt something over \$2,000,000, and leaving still about \$1,200,000 floating debt. A part of this floating debt is secured to the creditors by a further issue of bonds which are hypothecated, but which have never been sold. The earnings of the road during the past summer have varied from \$18,000 per month, in May, to \$38,000 in October, and has receded again to \$28,000 in December; the falling off being in passenger receipts, those for freight having been steadily on the increase, and under the present reduced rates of expenditure less than half of the receipts have been required for running expenses. Could the receipts of the road be made to average \$37,500 per month, this would pay all the interest of the debt and leave a dividend of 8 per cent per annum on the capital stock, and this, with the consideration that the road is now complete with a branch to the harbor, offering facilities for freighting not heretofore enjoyed, that the entire cost of the road has only been about \$38,000 per mile, while the New York and Erie cost \$60,000, and others even more; that the opening of the railroads through Canada must increase the receipts for passengers, and that the real estate owned by the company in the city of Buffalo is worth \$200,000 more than it cost, ought to be an assurance that the road will eventually become a paying road, and that its stock will be a good investment.

This road has built during the past year, on Ohio-street, near the Ohio Basin Slip, and fronting on the Creek, a large and convenient freight depot, which will greatly add to their facilities for receiving, storing and forwarding produce of all descriptions. This immense structure has a frontage on Ohio-street of two hundred and fifty-six feet, running through a depth of two hundred and fifty-nine feet to the Creek. Two tracks are laid in the depot, and switches connecting them with the main track have been laid. There is also an excellent dock con-

needed with the depot, at which two propellers or steamers can lay and discharge their cargoes with perfect ease. This building was put up at a cost of about \$20,000. The success of this road is a matter of deep interest to Buffalo: it is the first, and as yet the only road connecting that city with New York by the broad gauge, and proper efforts in its behalf by our business men may make this the virtual termination of the New York and Erie Railroad.

Buffalo and State Line Railroad. This road has had difficulties to encounter during the past year, in its efforts to obtain a continuous gauge between this city and Cleveland, which has resulted most unfortunately for the interests of the road, and been a source of great inconvenience to the travelling community. Our readers are already well aware of the opposition which the company have met with from the citizens of Erie and others living on the line of the road through the State of Pennsylvania, in their attempt to change the gauge of the Erie and north-east road, and make it conform to the gauge of the roads which connect with that road at either end. Since the completion of the Lake Shore road to Cleveland the company have laid under serious disadvantages in doing a large freight business, owing to the breaks in the gauge and the necessity of unloading and reloading their cars twice between Buffalo and Cleveland, and for some months past there has been a break between Erie and the New York State line, of several miles in length, which has completely put a stop to the transportation of freight, except live stock. Notwithstanding these drawbacks, the road has done a large passenger and a good freight business, as our tables will show. We have been unable to obtain a statement of the earnings of the road for the year, but we are satisfied that the road has paid well.

The following is a statement of a few of the principal articles of produce brought to Buffalo by the Buffalo and State Line Railroad during the year 1853, and the value thereof:—

| Quantity. | | Value. | Quantity. | | Value. |
|------------------|-----------|---------|--------------------|--------|-------------|
| Flour.....bbls. | 156 | \$1,012 | Bacon.....lbs. | 77,000 | \$6,360 |
| Pork..... | 198 | 2,920 | Lard..... | 99,400 | 9,940 |
| Beef..... | 89 | 800 | Tallow..... | 46,800 | 5,616 |
| Whisky..... | 171 | 1,710 | Wool.....bales. | 1,294 | 103,520 |
| Seeds..... | 5,827 | 58,270 | Pelts..... | 1,848 | 48,700 |
| Ashes..... | 103 | 2,575 | Hemp..... | 262 | 5,240 |
| Eggs..... | 1,870 | 13,790 | Flax..... | 50 | 750 |
| Cattle.....No. | 13,482 | 808,920 | Leather.....rolls. | 1,785 | 44,625 |
| Horses..... | 423 | 42,300 | Hides.....No. | 984 | 2,892 |
| Sheep..... | 4,482 | 13,446 | Iron.....tons. | 200 | 7,000 |
| Hogs, live..... | 26,640 | 266,400 | Tobacco.....hhds. | 21 | 1,470 |
| “ dressed..... | 7,003 | 105,045 | “.....boxes. | 97 | 2,425 |
| Butter.....lbs. | 1,151,700 | 172,755 | Sundries..... | .... | 500,000 |
| Cheese..... | 71,900 | 5,752 | | | |
| Total value..... | | | | | \$2,234,273 |

The total value of the property brought to this city during the year by this road, according to our figures, is \$2,234,273. It will be seen that we put the value of sundries in our statement at \$500,000. In this estimate we include the article of lumber, of which quantities have been brought down, but it has been reckoned by weight and not by feet, and from the fact that this lumber is part green and part dry, and of different kinds, it has been impossible for us to arrive at anything near a correct estimate of the quantity. Our figures, however, of the total value we are inclined to believe are in the main correct. This road purposes building next spring a large freight depot adjoining the canal, which will greatly add to their facilities for transporting freight.

Buffalo, Niagara Falls, and Rochester Railroad. This road, which formerly ran from Buffalo to Niagara Falls was opened through to Rochester early last spring. It will be seen that this road has carried no inconsiderable amount of produce from Buffalo up to the time of its consolidation with the New York Central Railroad. The earnings and expenses of the road are included in the tables which we give under the head of New York Central Railroad. This company have had built during the past summer one of the largest and most con-

venient passenger depots in this State. The entire length of the building is four hundred feet, running along the edge of the canal, with dockage of the same extent, and a frontage of one hundred and eight feet on Erie street. The front part of this building, which runs back to the depth of eighty feet, is two stories high. The rear part of the building is the car house, and runs back a distance of three hundred and twenty feet by ninety-five feet. Four tracks have been laid down on this depot, with an ample platform on each side, and another, running through the center, reaches from one end to the other. This immense structure cost somewhere about \$40,000.

The following is a statement of a few of the principal articles carried from this city by the Buffalo, Niagara Falls and Rochester Railroad, from the 1st of January to June 10, 1853:—

| | | | | | |
|-----------------|--------|-------------------|--------|--------------------|--------|
| Flour.....bbls. | 14,344 | Oil.....bbls. | 95 | Lard.....lbs. | 17,400 |
| Pork..... | 210 | Tobacco....boxes. | 90 | Leather.....rolls. | 136 |
| Beef..... | 197 | Bacon.....lbs. | 30,310 | Horses.....No. | 15 |
| Whisky..... | 578 | Butter..... | 2,023 | Hides..... | 969 |
| Seeds..... | 2,592 | Cheese..... | 23,900 | | |

The above road, having consolidated with the New York Central in June, no freight of any consequence passed over this road after that date, but went forward by the Central road from this city.

Buffalo, Brantford and Goderich Railroad. This road was opened through from this city to Brantford, within five miles of its intersection with the Great Western Railway at Paris on the 13th of January, 1854.

In October, 1851, the first contracts for the construction of the road were given out. In the following month the first shovelful of earth was raised. Little more than two years have elapsed, and seventy-five miles of the whole are finished, while the remainder is in a rapid state of progression. The entire length is 157 miles from Buffalo to Goderich. The section of country through which it passes is one of the finest on the continent. From Buffalo to Brantford the grade is, for the most part, of a dead level; in no part of it does it exceed thirty-five feet to the mile. The road is constructed of the very best description of T rail, at a gauge of five feet six inches, and at a cost a little below \$17,000 per mile. From Buffalo to Brantford the distance is 74½ miles. Already there are on the road locomotives, two of them, the Waterloo and Goderich, built in Schenectady, and inferior to none in America—eight passenger cars, built at Troy, each capable of accommodating sixty passengers, and for style and finish, comfort, strength and convenience, superior to any in the province, with freight, gravel and platform cars, sufficient for all purposes. To run in connection with the cars from the southern Canadian terminus to Buffalo, a propeller, the International, has been built, with every necessary convenience, capable of accommodating 500 passengers. At Waterloo, a splendid and convenient wharf, 2,000 feet in length, is in course of construction, and nearly finished. A fine brick depot has also been built at that place, with suitable turn-tables. At Dunville, thirty-five miles from Waterloo, a suitable station-house and other necessary and convenient buildings, are being erected. At Caledonia, similar erections will be made. In Brantford, the buildings of the company are of the most extensive and durable description. The repairing shop, built of white brick, is 262 feet long, sixty feet wide, two stories in height, and eighteen feet in the door. It is decidedly one of the best car shops in America, and turns out work of the first quality. In the immediate neighborhood of the car shop are engine houses, smiths' and machine shops and foundry, all built of the same material, 170 feet long and thirty feet wide. The round house stands immediately in front of the repair shop, built of white brick, and is 153 feet in diameter, Hows' truss-drawn roof, 107 feet from the grade line, and contains thirteen stalls for the locomotives, with turn-tables in the center. We are informed that twice as many more buildings are contracted for, to be put up in the spring. When completed, the whole, with the yards adjacent, will occupy a space of eleven acres. We have only to add, every thing connected with the works seems well adapted to its purpose. The whole road is expected to be in running order next fall, and from Buffalo to Paris by the 10th February.

This company has purchased the right of way of the old Buffalo and Black Rock Railroad in Buffalo, and will proceed immediately to relaying the track into the city. They also intend to erect a passenger depot somewhere below Erie-street. When this road is finished and fully ballasted, it is proposed to make the passage from this city to Paris, the point of intersection with the Great Western road, a distance of eighty miles, in two hours—including the crossing of the river. This, we should judge, can be done with ease. The track is almost a level, there are no embankments of any height, and the curvatures are so slight that they need not check the highest speed. This road will open to us a fine agricultural country, through which are interspersed numerous villages of considerable trade, and which are thus brought into close proximity with us, and henceforward their business relations must be mainly with Buffalo.

The Buffalo, Brantford and Goderich Railroad will be the main route of travel from Buffalo to Detroit and the West, as soon as it is completed to Paris. The distance from this city to Detroit by this road is some fourteen miles less than by the Great Western Railway, and considering the grades and curvatures of the two roads, the distance from Buffalo to their intersection at Paris will be run by the Buffalo and Brantford road in two hours, while it will take the Great Western three and a half or four hours.

Great Western Railway. This road was opened through from the suspension bridge to Windsor, opposite Detroit, a distance of 229 miles, on the 16th of Jan., 1854. It is contemplated to lay the track across the suspension bridge, and bring it up to Buffalo, by July next. In the mean time the road use the track and the trains of the Buffalo and Niagara Falls Railroad until their own are completed.

Buffalo, Corning and New York Railroad. This road was completed from Corning to Batavia some weeks since, and will shortly be open for passenger and freight business. The grading of the road from Batavia to Buffalo is completed, the masonry and bridges finished, and ties for three-fourths of the distance on the ground. The whole line will be completed next summer, and thus bring another rich and populous portion of the State in direct communication with Buffalo.

Buffalo and Pittsburg Railroad. The work on this road is progressing rapidly, and there is no reason to doubt but that the road will be pushed forward to an early completion. We believe that not more than twelve months will elapse before we shall be able to chronicle the completion of a work so auspiciously commenced.

The citizens of Buffalo may be congratulated heartily upon this prospect of the rapid progress towards the completion of a work which will be so beneficial to them, in a very important respect, as the Buffalo and Pittsburg Railroad. The want of a sufficient supply of fuel will probably be more seriously felt this season than at any former period. Coal is now high in price, and the supply does not nearly meet the necessities of the community. Owing to the increase in the use of coal in dwelling-houses this year over past years, and the additional requirements for fuel in our rapidly growing manufactories, this scarcity will be yet more severely felt. There is no boon which can be bestowed upon Buffalo more welcome than a liberal supply of coal at a moderate price, and this desideratum is to be supplied by the completion of the Buffalo and Pittsburg Railroad, and by that alone. The authorities, and all who are interested in the welfare of Buffalo, should back up the directors of the railroad with spirit and liberality in all their efforts.

OUR TRADE WITH CANADA. By reference to the tables which follow, it will be seen that the trade between this port and Canada is no inconsiderable one, and that it is increasing rapidly with each year. It may be well to observe here, that much of the property purchased in Buffalo for the Canadian market passes over the Buffalo and Niagara Falls Railroad to the suspension bridge, where it is reported as passing into Canada from the Niagara district, and is as such reported as the trade of that district, and therefore does not appear in our tables, while in fact it is a part of our trade.

The total value of the imports into this district from Canada during the year 1853 was \$392,719, and the amount of duties collected thereon was \$84,943 33, or an increase over last year of \$15,219 59.

The value of the export to Canada from the district of Buffalo Creek, for the year 1853, as reported at the Custom House, is \$992,406, or an increase over 1852 of \$151,606.

The annual duties collected at Buffalo for a series of years are as follows:—

| | | | | | |
|-----------|------------|-----------|-------------|-----------|-------------|
| 1844..... | \$8,120 18 | 1848..... | \$24,236 30 | 1851..... | \$92,357 69 |
| 1845..... | 12,047 49 | 1849..... | 46,939 86 | 1852..... | 69,723 74 |
| 1846..... | 12,389 78 | 1850..... | 67,649 95 | 1853..... | 84,943 33 |
| 1847..... | 24,361 78 | | | | |

It will be seen by the above that the amount of duties collected during 1853 falls short of that collected in 1851 by \$9,414 26. Of the amount, viz., \$92,357 69, collected in 1851, \$45,000 was for duties on railroad iron alone, and this year there has been comparatively no duties collected on that article. It therefore appears that there has been a large increase of other articles on which there has been a large increase of duties.

Canada produce imported into the district of Buffalo Creek for warehousing and for transportation in bond to the port of New York for transportation to foreign countries, during the year ending 20th December, 1853, was as follows:

| Articles. | Quantity. | Value. | Articles. | Quantity. | Value. |
|------------------|-----------|--------------|-------------------|-----------|------------|
| Wheat .....bush. | 163,378 | \$169,008 57 | Butter.....kegs | 238 | \$1,996 66 |
| Flour .....bbls. | 19,321 | 102,841 44 | Beef.....tcs. | 100 | 1,230 00 |
| Ashes.....casks | 173 | 2,868 86 | Fur skins.....No. | 17,855 | 1,125 00 |

The following is a statement of the goods transferred from warehouse in other districts to Buffalo, for warehousing and for exportation to Canada, during the season of 1853:—

| Articles. | Quantity. | Value. |
|-------------------------------|-----------|---------------------|
| Sugar.....hhds. and tcs. | 1,036 | \$43,291 00 |
| Dry goods, hardware, etc..... | .... | 59,203 00 |
| | | <u>\$102,494 00</u> |

The merchandise remaining in warehouse at the port of Buffalo on the 1st of January, 1853, was as follows:—

| Articles. | Quantity. | Value. | Articles. | Quantity. | Value. |
|---------------------|-----------|-------------|------------------|-----------|----------|
| Earthenware, crates | 314 | \$11,829 97 | Sugar.....hhds. | 14 | \$519 00 |
| Wheat.....bush. | 26,319 | 10,563 92 | Brandy.....casks | 5 | 57 00 |
| Flour.....bbls. | 1,742 | 5,376 00 | Gin..... | 4 | 129 00 |

The following is the statement of merchandise remaining in warehouse on the 20th December, 1853:—

| Articles. | Quantity. | Value. | Articles. | Quantity. | Value. |
|---------------------|-----------|------------|---------------------|-----------|----------|
| Earthenware, crates | 189 | \$7,665 69 | Wheat... ..bush. | 4,918 | 6,250 00 |
| Brandy.....casks | 49 | 1,954 00 | Brandy and gin, cks | 24 | 1,523 00 |
| Pig iron.....tons | 853 | 11,259 00 | | | |

The merchandise remaining in warehouse at the port of Buffalo on the 20th December, 1853, was as follows:—

| Articles. | Quantity. | Value. |
|---|-----------|---------------------|
| Sugar.....hhds. and tcs. | 1,036 | \$43,291 00 |
| Dry goods, hardware, liquors, segars, &c. | .... | 59,203 00 |
| Total..... | | <u>\$102,494 00</u> |

ABSTRACT OF DOMESTIC PRODUCE AND MANUFACTURES EXPORTED FROM THE DISTRICT OF BUFFALO CREEK DURING THE YEAR ENDING 31ST DEC, 1853:—

| Articles. | Quantity. | Value. | Articles. | Quantity. | Value. |
|-------------------------|---------------|----------|--------------------------|-------------|-----------|
| Oil, whale | galls. 9,846 | \$10,193 | Coaches and carriages.. | ..... | \$3,816 |
| Manufactures of wood.. | ..... | 21,035 | Hats ..... | ..... | 643 |
| Pork | bbls. 203 | 2,726 | Gunpowder | lbs. 1,410 | 282 |
| Hams and bacon | 13,130 | 1,176 | Copper & brass m'n'fac's | ..... | 1,892 |
| Cheese | 19,520 | 1,449 | Wearing apparel ..... | ..... | 2,984 |
| Whisky | galls. 49,187 | 11,484 | Steam engine | 1 | 5,000 |
| Leather | lbs. 17,291 | 3,611 | Machines ..... | ..... | 850 |
| Candles, tallow | 9,172 | 945 | Broom corn ..... | ..... | 1,522 |
| Tobacco | 48,125 | 6,582 | Nails | lbs. 27,766 | 1,087 |
| Sugar, brown | 89,286 | 5,565 | Turpentine ..... | ..... | 2,379 |
| Molasses | galls. 6,041 | 2,620 | Rosin | bbls. 28 | 214 |
| Salt | bbls. 1,433 | 1,605 | Salt | 1,200 | 1,376 |
| Dry goods ..... | ..... | 182,392 | Engines | 3 | 28,000 |
| Sundries ..... | ..... | 41,843 | Lime | 134 | 154 |
| Groceries ..... | ..... | 216,413 | Horses | 39 | 2,716 |
| Books ..... | ..... | 15,496 | Whalebone | lbs. 71 | 36 |
| Glass ware ..... | ..... | 12,228 | Marble stone ..... | ..... | 2,567 |
| Machinery ..... | ..... | 9,322 | Railroad cars | 9 | 4,200 |
| Clocks | 550 | 1,612 | Skins, kip ..... | ..... | 169 |
| Fish, dried | lbs. 19,626 | 971 | Flour | bbls. 247 | 1,093 |
| Fish, pickled | bbls. 950 | 1,046 | Glass | boxes 770 | 1,316 |
| Hardware ..... | ..... | 164,680 | Rope | lbs. 15,000 | 1,471 |
| Boots | 5,111 | 11,573 | Saddles ..... | ..... | 1,026 |
| Shoes | 8,178 | 1,315 | Wood & other lumber.. | ..... | 691 |
| Coal | tons 217 | 1,636 | Snuff | lbs. 1,700 | 337 |
| Paper ..... | ..... | 3,289 | Lead | 1,100 | 47 |
| Tin ware ..... | ..... | 2,471 | Iron in bars | 27,791 | 986 |
| Books and maps ..... | ..... | 12,987 | Flax and hemp bags .. | 250 | 60 |
| Nails | lbs. 38,286 | 1,952 | Umbrellas | 168 | 181 |
| Oysters ..... | ..... | 2,134 | Earthen and stone ware | ..... | 1,232 |
| Drugs ..... | ..... | 3,423 | Trunks | 90 | 280 |
| Medicines ..... | ..... | 2,109 | Candles, sperm | lbs. 280 | 85 |
| Tar | bbls. 326 | 1,520 | Fruit trees ..... | ..... | 498 |
| Tallow | 66,827 | 5,275 | Skins and furs | 49,000 | 908 |
| Corn | bush. 92,021 | 52,068 | Castings | 4,700 | 176 |
| Potatoes | 646 | 194 | Bricks | 27,000 | 111 |
| Rice | 50 | 1,172 | Flour-barrels | 600 | 117 |
| Soap | lbs. 14,967 | 672 | Satinet | yds. 800 | 400 |
| Iron manufactures ..... | ..... | 25,324 | Beef | bbls. 56 | 810 |
| Cottons | 27,517 | 2,344 | Oil-cloth | 826 | 831 |
| Do., white | 36,972 | 3,089 | Oakum | bales 2 | 86 |
| Carpeting | 2,425 | 2,385 | Beans | bush. 25 | 23 |
| Brooms | doz. 46 | 168 | Ale | bbls. 35 | 215 |
| Furniture ..... | ..... | 11,479 | | | |
| Hides | 268 | 1,024 | Total value | | \$992,406 |
| Biscuit | bbls. 16 | 50 | | | |

ABSTRACT OF FOREIGN MERCHANDISE IMPORTED FROM CANADA IN THE DISTRICT OF BUFFALO CREEK, N. Y., FOR THE YEAR ENDING DEC. 31ST, 1853:—

| Articles. | Quantity. | Value. | Articles. | Quantity. | Value. |
|------------------------|----------------|---------|----------------------|-------------|--------|
| Iron, pig | tons 205 | \$3,269 | Walnut lumber....ft. | 1,646,662 | 13,353 |
| Iron, Scotch | 1,378 | 21,309 | Shingles | 3,042,050 | 2,910 |
| Iron, scrap | lbs. 102,788 | 569 | Staves | 35,105 | 189 |
| Skins, deer, undr'ssed | 40 | 8 | Boat knees | 295 | 32 |
| Fur skins | 85 | 49 | Firewood | cords 276 | 287 |
| Lumber, pine | ft. 39,005,821 | 183,165 | Lath | 1,847,700 | 1,005 |
| Do., dressed | 474,887 | 3,037 | Railroad ties | 27,983 | 4,189 |
| Timber, do | 121,866 | 4,841 | Barrel hoops | 11,000 | 22 |
| Do., oak | 399,499 | 22,609 | White wood | ft. 908,771 | 3,442 |
| Plank do | 1,070,948 | 7,766 | Maple lumber | 1,592 | 264 |

| Articles. | Quantity. | Value. | Articles. | Quantity. | Value. |
|----------------------|-----------|--------|--------------------------|-----------|-----------|
| Oak piles | 82 | 42 | Flour, b'kwheat .cwt. | 162 | 206 |
| Poles | 300 | 46 | Shorts | 65 | 1,045 |
| Ash lumber..... | 19,299 | 95 | Crockery | 126 | 4,212 |
| Spars | 3 | 9 | Honey | 20 | 3 |
| Cedar posts..... | ..... | 234 | Eggs | 3,086 | 264 |
| Hides, green ....No. | 1,022 | 160 | Carpeting | 18 | 7 |
| Sheep skins..... | 40,152 | 12,657 | Grass seed | 606 | 1,059 |
| Wool.....lbs. | 32,888 | 6,670 | Personal effects..... | ..... | 3,933 |
| Ale | bottles | 72 | Old copper.....lbs. | 3,661 | 455 |
| Gin | galls. | 1,094 | Stave belts.....cords | 7 | 7 |
| Sherry wine...casks | 20 | 664 | Brown sugar...lbs. | 19,707 | 613 |
| Brandy | galls. | 1,209 | Canal boats | 7 | 1,657 |
| Butter.....lbs. | 107,427 | 12,173 | Woolen cloth...yds. | 14 | 14 |
| Cheese | 2,902 | 271 | Buffalo robes..... | 2 | 20 |
| Bacon..... | 498 | 63 | Saddlery, harness... | ..... | 49 |
| Beef..... | 2,885 | 141 | Fur skins, undred.lbs. | 1,141 | 123 |
| Rags..... | 42,021 | 881 | Potatoes | 112 | 36 |
| Wheat.....bush. | 8,568 | 6,575 | Beeswax | 124 | 13 |
| Barley | 4,289 | 2,168 | Plows | 2 | 19 |
| Corn..... | 156 | 46 | Horns | 4 | 49 |
| Oats | 6,236 | 1,324 | Gun stocks | 18 | 3 |
| Flour | bbls. | 142 | Steam boiler | 1 | 412 |
| Fruit | boxes | 126 | Sizing scraps...cwt. | 61 | 76 |
| Horses | No. | 83 | Wagon spokes... | 3,000 | 18 |
| Cattle..... | 410 | 4,046 | Scow boats | 2 | 513 |
| Hogs | 2,067 | 3,186 | Flaxseed | 40 | 31 |
| Sheep..... | 554 | 1,227 | Manufactured hair.. | 3 | 3 |
| Poultry ..... | ..... | 99 | Beans.....bush. | 3 | 3 |
| Hay.....tons | 58 | 413 | Blankets..... | 2 | 8 |
| Fish..... | 3,533 | 64 | Manufactured cotton..... | ..... | 17 |
| Stone.....cords | 55 | 131 | Castings.....lbs. | 250 | 9 |
| Clay.....bbls. | 20 | 2 | Manufactured iron.. | 800 | 92 |
| Wagons..... | 8 | 483 | | | |
| Shoddy.....lbs. | 891 | 37 | Total value..... | | \$392,719 |

THE CANALS. The frequent breaks which have occurred in the Erie Canal during the past summer, and the length of time it has taken to repair them, have operated most unfortunately for the interest of Buffalo, and for the revenues of the State. We have already alluded in another part of our review to the mischief entailed upon all classes of our citizens by these untoward events. We have every reason to hope that another year will see the Canal kept in thorough repair, and that those breaks, which have proved almost ruinous to our forwarders, will be of seldom occurrence hereafter.

The speedy enlargement of the Erie Canal may now be considered a question finally triumphant in our State. The fact has firmly impressed itself upon the minds of all that the Canal must be enlarged. Those who are alive to the best interest of the State care not by what means that enlargement is accomplished, so long as it comes with as little delay as possible. Out of the vast storehouses of the West, down the broad highway of the Lakes, pours the produce of the richest agricultural region of the Union. It touches the borders of our State, and the vast stream is suddenly checked, to be squeezed and dribbled through a narrow channel, until it reaches the seaboard cities. It is absolutely necessary that this evil should be remedied, and unless the means of conveyance through our State be made more ample, the trade which nature has designed to bestow upon us will be directed into artificial channels.

That the enlargement of the Canal is now a fixed fact, is a matter of sincere congratulation to Buffalo, and indeed to the entire West, and especially to the lake cities, whose growth and commercial importance are, in a measure, dependent on the facilities afforded for the rapid and economical conveyance of merchandise and produce between the lakes and the Eastern seaboard. To the construction of this Canal the city of New York is more indebted than to any

other cause for the unprecedented growth which has made her first among the cities of the Union, and to the same cause may be assigned the reason that Buffalo has progressed so rapidly within the past few years.

A broad and reliable highway for the transmission of produce to the East at the lowest possible rate will soon be open, and every western man will appreciate the benefits which must accrue to himself thereby. The restriction which has been placed upon trade between the West and the East seeking its natural channel—the evil consequences of delay upon the road—the necessity of sending forward property by hazardous and unnatural routes, will no longer exist; and with a reliable and sufficient thoroughfare between Lake Erie and New York, capable of conveying all the produce which arrives at Buffalo, at a low rate, to tide water, who can predict the impetus which will be given to western progress, and the advantages which will be derived by her enterprising people? The southern, or New Orleans route, has long enjoyed exclusively the transportation of the great staple products of the South and Southwest, viz., tobacco, cotton, and hemp, over the northern route. That the northern route by the canal is the most economical in cost of transportation, by far the most expeditious as to time, and much the safest as to the dangers and risks of navigation, is well known. The Louisville shipping merchant, and the commercial community generally, are satisfied of the advantages of the canal and lake route, as is evinced by the large number of packages of every kind of merchandise that are daily landed on our docks during the summer season marked and destined for St. Louis, Mo., Nashville, Tenn., Louisville, Ky., Cincinnati, and Chicago, and for other commercial points throughout the South, Southwest, and Northwest. The transportation of every hoghead of tobacco, and of a fair share of cotton and hemp, the three staple products of Kentucky, might be secured through the Erie Canal, if but a single effort were put forth to accomplish it. Nor would the advantages which would accrue to Buffalo from this vast carrying trade cease here. For the very same means we employ to secure the transportation of the Kentucky tobacco by the lake and canal route, will control the Missouri tobacco, which is equal to fifty thousand hogheads annually. We have on a former occasion given comparative tables to show that by the route via Buffalo and the Erie Canal, there is a difference in the cost of transportation of \$4 50 per hoghead of tobacco, and \$1 45 per bale on cotton, in favor of that route over the southern route. Twenty thousand hogheads of tobacco and fifty thousand bales of cotton might be diverted from the southern route during the coming season, and made tributary to our canal revenues, if proper steps were taken to secure it. Over two hundred and fifty thousand tons of freight are within the reach of the Erie Canal from the Southwest alone yearly, and we trust that proper and early steps will be taken to invite and secure this vast carrying trade, and that our forwarders, merchants, and the various transportation companies navigating our lakes and canals will hold forth such inducements as are wholly within their control, and by establishing as low a rate of freight as practicable on property coming from the points designated and going to tide water, as will induce the southern shippers to avail themselves of the advantages of this route.

The annexed table will show some of the leading articles ascending the canal and landed at Buffalo during the past three years:—

| | 1851. | 1852. | 1853. |
|--------------------------------------|-------------|-------------|-------------|
| Merchandise | 101,430,029 | 132,303,044 | 121,929,535 |
| Sugar | 27,561,541 | 28,912,488 | 22,356,618 |
| Molasses | 19,546,896 | 14,305,967 | 15,480,124 |
| Coffee | 16,724,141 | 9,824,477 | 9,827,942 |
| Nails, spikes, and horse-shoes | 8,135,889 | 4,772,489 | 7,206,847 |
| Iron and steel | 6,440,041 | 11,794,300 | 18,669,738 |
| Railway iron | 46,876,427 | 123,743,264 | 144,985,854 |
| Crockery and glass ware | 18,059,790 | 11,672,849 | 12,313,359 |
| Sundries | 14,023,659 | 2,502,669 | 16,128,363 |

The value of the exports by canal, as made up at the Collector's office, is \$22,652,408, on which tolls were collected amounting to \$695,364 71.

Below we give a comparative table showing the quantities of some of the leading articles which have been first cleared from Buffalo during the past three years:—

| | 1851. | 1852. | 1853. |
|----------------------------|------------|------------|------------|
| Flour | 1,102,352 | 959,114 | 658,354 |
| Pork | 22,997 | 63,708 | 86,085 |
| Beef | 53,032 | 31,073 | 49,346 |
| Wheat | 3,668,005 | 4,759,381 | 4,958,818 |
| Corn | 5,789,842 | 4,383,346 | 3,118,691 |
| Oats | 1,198,200 | 2,106,799 | 1,163,599 |
| Barley | 295,779 | 370,772 | 257,233 |
| Rye | 15,317 | 98,756 | 59,727 |
| Tobacco | 2,544,375 | 10,239,580 | 3,391,133 |
| Whisky | 2,111,530 | 2,678,930 | 1,837,711 |
| Hemp | 943,557 | 1,233,197 | 676,317 |
| Butter | 1,693,497 | 1,197,829 | 739,192 |
| Cheese | 5,002,054 | 3,842,894 | 2,055,737 |
| Wool | 7,857,967 | 4,868,941 | 4,262,356 |
| Boards and scantling | 47,264,623 | 48,661,299 | 61,885,663 |
| Staves | 75,927,659 | 83,130,747 | 76,066,058 |
| Sundries | 12,885,854 | 11,561,111 | 9,056,076 |

We have taken ten of the principal articles which have been transported by railroad to New York, articles which are generally shipped by canal, but which, owing to the breaks, have been sent forward by railroad, and we find that on these articles alone the State has lost tolls to the amount of over \$110,000.

The value of imports, as made up at the same office, is \$64,612,102, with an aggregate tonnage of 438,786.

The whole amount of tonnage delivered in Buffalo for the last five years is as follows:—

| | | | |
|------------|---------|------------|---------|
| 1849 | 211,047 | 1852 | 337,620 |
| 1850 | 260,923 | 1853 | 438,786 |
| 1851 | 237,341 | | |

Being an increase in 1853 of 101,166 tons over 1852.

A gratifying feature in the business of the canal, as presented by the above figures, is the almost incredible increase in the tonnage of some of those articles of heavy freight—particularly railroad iron, in which article there is an increase of 21,242,570 lbs. The several lines of railroad have also brought to this city during the year about 5,000,000 lbs. But while there is a handsome increase in heavy freight, it will be seen by our tables that this description of goods which are mostly carried by railroad, exhibit a slight falling off from last year's figures. Among the articles of up-freight, such as molasses, coffee, nails, spikes, horse-shoes, iron, steel, crockery, glass-ware, and sundries, there has been an increase from the figures of 1852, while there has been a slight decrease in sugar and merchandise.

In down-freight there has been a falling off in the articles of flour, corn, oats, barley, &c., with an increase in pork, beef, bacon, lard, &c. This decrease in flour, however, is easily accounted for by reference to the tables showing the amount of produce which has been transported by the railroads. It will be seen that the New York Central and Buffalo and New York City Railroads have carried from Buffalo over 280,000 bbls. of flour, 13,000 bbls. pork, 26,000 bbls. of beef, 13,561 bbls. of whisky, 4,136,700 lbs. of butter, 2,282,850 lbs. cheese, and 3,711,500 lbs. of bacon. One great reason which may be assigned for the large increase in the quantity of produce transported by the railroads during 1853 over any previous year, is the frequent interruptions to navigation by breaks in the canal, and which rendered shipping by that channel uncertain.

The business done by the Forwarding Association of Buffalo is a very large proportion of the business done on the canals of the State. The returns which we give below only take in the up-freight of merchandise brought from tide

water to Buffalo, of which the Association have transported 126,065 tons, paying tolls to the amount of \$378,195. It is safe to say that of the gross articles of coal, pig iron, railroad iron, car-wheels, marble, &c., which are not included in the table of up-freight, that the Association have brought 74,000 tons of this description of freight, paying tolls on it to the amount of \$72,000, or paying of the upward tolls \$450,195.

In down-freights the same parties have controlled and transported from Buffalo and Tonawanda over one million tons, on which, at the least calculation, tolls have been paid to the amount of \$774,400—showing that canal tolls have been paid by the association of over \$1,224,595, or nearly one-third of the entire business of the canal.

Sixteen of the principal forwarding houses of Buffalo have formed themselves into an association for mutual benefit. The following are the different lines, the number of boats owned and run by each line during the past season, with the upward tonnage of merchandise:—

| Names of Line. | No. of boats. | Up tonnage. |
|---------------------------------------|---------------|-------------------|
| American Transportation Company | 45 | 12,313.19 |
| Western " " | 44 | 10,605.22 |
| Troy and Western Line | 42 | 11,082.32 |
| Merchants' Transportation Line | 41 | 12,798.48 |
| New York and Cincinnati Line | 41 | 11,768.39 |
| Union Transportation Company | 37 | 9,213.86 |
| Western States Line | 34 | 8,283.19 |
| Eckford Line | 34 | 6,677.89 |
| Griffith's Western Line | 33 | 4,827.59 |
| Fulton Lake Boat Line | 33 | 10,063.29 |
| New York and Mississippi Line | 33 | 5,104.77 |
| Troy and Erie Line | 32 | 4,627.81 |
| Western Lake Boat Line | 30 | 8,089.41 |
| Clinton Line | 28 | 4,621.61 |
| New York and Indiana Line | 27 | 2,702.92 |
| New York and Lake Erie Line | 24 | 3,279.92 |
| Total | 554 | 126,064.86 |

Many of the boats belonging to the Association are of the enlarged size, and cost from \$1,200 to \$2,500 each; but the average value of all the boats is about \$900, which would make the total number of boats worth about \$498,600, or half a million. There are also a large number of boats owned in Buffalo, which are not connected with the Association, and are known as "wild boats." Some parties own three or four and others ten or twelve, and a large number of single boats are owned by their Captains; but as they do not run in any regular line, they are not connected with the Association. From the best information we could obtain, we would put down the number of wild boats owned in Buffalo at one hundred, and average their value at \$400, which would make them worth about \$40,000; or the whole number of boats at 654, of the aggregate value of \$538,600. A large number of boats owned at Rochester, and other points on the canal, run here during the season, of which we have no account.

CANAL BOAT BUILDING. There has been unusual activity in the boat-yards throughout the past year, and particularly during the present winter.

At Van Slyck's yard there were built during the year 1853, 28 boats, averaging 110 tons each, which would make 3,080 tons, and which cost \$50,000. There are now on the stocks at his yard, 30 boats building for our forwarders, and averaging 120 tons each, which would make 3,600 tons, and which cost \$75,000. At Howells & Co.'s yard, during the last year, 2 boats were built of 125 tons each, and which cost \$2,700. This year they are building 15 boats averaging 120 tons each. They have also lengthened some twenty more boats.

The new boats which are now on the stocks in Buffalo, and which will be completed by the opening of canal navigation, will aggregate about 6,720 tons, and this does not include a number of boats which will probably be built, or the

large number of boats which are being enlarged. This branch of mechanical business is now carried on in Buffalo to as great an extent as in that of any other on the line of the Erie Canal. This increased tonnage of boat building in Buffalo, results from the completion of a line of enlarged locks on the Erie Canal, through from Lake Erie to the Hudson. These boats of the enlarged size run freely now through the whole length of the Erie Canal, carrying upon an average 25 to 35 tons more than the largest boats which can pass the old locks on the Oswego Canal.*

The commercial interests of Buffalo, as connected with the Lakes and Canals, are the very life-blood of her prosperity and success, and it is, therefore, a matter of pride and satisfaction to all that these branches have been prosperous during the past season. Notwithstanding the extreme pressure in the money market which prevailed during the fall, there was but one isolated case of failure in these departments of Commerce, and that one only temporary; and this fact speaks volumes for the high character and stability of those interested and engaged in them. Thus Buffalo takes a front rank among her sister cities, for the prudence, sagacity, and stability of those of her business men, who are identified with her chief and most prominent interests.

ART. IV.—THE MINERAL AND OTHER RESOURCES OF THE WEST.

PERRY COUNTY, INDIANA.

To FREEMAN HUNT, *Editor of the Merchants' Magazine.*

CURIOSITY and business have, during the last five years, led me into nearly every region of the great Mississippi Valley, from the sugar regions on the Gulf, to the resorts of the lumbermen in the pineries of Wisconsin and Minnesota. Its agricultural and mineral resources—particularly the latter—have been the objects of attention and study. As I am no speculator in lands and mines, I can impart what knowledge I have gained without fear of personal loss.

The proposition proclaimed by Carey in opposition to the long-received theories of Ricardo and Malthus, and recently sustained by Mr. Smith in his *Manual of Political Economy*, that the inferior lands are first occupied by the pioneers, is a fact that strikes one throughout the whole West—at the South and the North. The oldest settlements are always found upon the thinly-wooded and comparatively barren hill lands, or upon the dry and upland prairies. The sandy plains and pine barrens of Georgia, Alabama, Florida, and Mississippi, received the first emigrants. The first homes in Texas were built on the upland prairies—studded with their little islands of timber, that gave illimitable ranges to stock, and sustained here and there a small patch of corn. The smoke from the first log cabins on the Mississippi River ascended from the high clay and rocky bluffs on its shores, around which are now the poorest soils. In Arkansas and Missouri the first settlers are found among the pine lands and hills, still in the hunter state, their civilization and their lands but a little more, if any, advanced or improved than they were the day they became squatters thereon. On the Ohio, the truth of the position is more apparent. The original pioneers selected Wheeling, Marietta, Limestone, North Bend, and Vevay, as their first town sites, in the poorest agricultural regions on the river; and the first population along the whole river spread itself over the hills, and cleared their first fields and

* For a statement of the imports and exports at Buffalo by Erie Canal, during 1853, see *Merchants' Magazine*, for February, 1854, vol. xxx., pages 254-256.

patches on the oak knobs and thin soils of the uplands, where twenty acres now are not worth one acre of the rich bottoms which the first settlers rejected at a price a little more than the surveyor's fees for locating. And now along the whole extent of the Lower Ohio, the deserted and falling log cabin of the first settler is found by the side of some gushing spring among the hills—his little patch grown up to briars and bushes, and surrounded by a forest as desolate and silent as when it was first disturbed with the stroke of the woodman's axe. Or, if it be still inhabited, it is encompassed by a sickly patch of corn, the soil of which is too poor to tempt the speculator to enter it over the squatter's head, which is still covered with a coon-skin cap, and his feet with moccasins.

This country has on its rugged hill sides hundreds of these crumbling and deserted memorials of the early pioneers. George Ewing, brother of the Hon. Thomas Ewing, of Ohio, was among the first settlers in this region, and located himself on a tract of land—when he had the selection of all the richest bottom lands in the country—which, at this day, is worth but little more than he paid the government for it, forty years ago; and the field where he buried the father and mother of one of the most eminent men of his country, is fast returning to its original wilderness state. And yet George Ewing was a man of intelligence, and of a sound judgment and sagacity, and though less cultivated, was in native powers not inferior to his brother. He with his father cut the first wagon path into Wheeling, and was among the first white men that crossed the Ohio. He lived first near the rich valley of Muskingum; then in sight of the teeming lands of the Scioto; and removed successively through the richest regions of Ohio, Kentucky, and Indiana, always in advance of the tide of emigration, having the first choice of all the lands on the river; and yet, at his death, there was not an acre of any of the lands he had possessed worth double the price he had paid the government for it. These are remarkable facts in the history of the first settlers, and difficult to be accounted for except on the grounds assigned by Carey and Smith.

These hills, whose limpid springs, babbling brooks, and thin forests, first attracted the attention of the early emigrant from the mountain and hill sides of the North, and which have been passed by by the second tide of wealthier emigration, and which, till recently, have cast the dark shadows of their unbroken forests over the placid bosom of the Ohio, in moonlight and sunshine, while the rich bottom lands at their base have become cleared and populous, and high priced—are now in their turn attracting the attention of that class that follow when the farmer has prepared the way of life, and whose advent makes a new stage in the progress of wealth and civilization. The manufacturer and mechanic are coming, and are looking to these hills, not for their soil nor running streams, but for the elements of a power and wealth buried in their bowels, more valuable than the deepest soils of the fattest lands.

The hills that gave a solitary home to the first pioneer and the hunter and which have been neglected by all who followed them; whose recesses up to this day could be penetrated only through unbroken forests or by rugged bridle paths, are about to be intersected by railways, and their sides begin to gleam with the fires of the furnace, the forge, workshop, and factory, and these valleys will become the seats of thrifty manufacturing towns. What vast developments of power and wealth have the progress of the arts and sciences within the last fifty years made! If they but continue to ad-

vance with the same step for the next half century, the powers of the imagination, in its most uncontrolled flights, will form no conception of the happy condition of the millions that will be spread over these hills and along the rich alluvials of the Ohio. Our present wealth, luxury, and refinement—proud as we are of it—will seem to the men of the coming generation as the coarse poverty and barbarism of the people of England in the fourteenth and fifteenth centuries do now to us.

There is no higher display of God's munificence on earth than is exhibited in the natural resources of the Ohio Valley. Have they been reserved and hidden from the sight of men till the time had come when science, and knowledge, and experience, had rendered man capable of drawing from them all their riches and benefits? If there was a Providence—as Mr. Everett says—in reserving this continent from the knowledge of the Old World through the long past, till man had attained a stage in his progress which fitted him to fill the new sphere which God designed him to act on this new-found land, we may read perhaps a like care in the superintending government of man's advancement, in reserving these riches till he was fitted to use them aright.

From the remotest sources of the Alleghany and Monongahela rivers, to the mouth of the Scioto, and from a short distance below the Falls to near the mouth of the Ohio, along more than a thousand miles of navigable waters, and through a country capable of producing more human food than any region of equal extent on the globe, the earth is filled with the richest deposits of coal and iron, the great elements of material power and wealth. There is no formula of figures by which to calculate the growth of wealth for a given period; nor is it in the power of numbers, if we could state the quantities, to predict the sum of wealth and population that half a century will bring to these mineral regions.

And here, too, is to be demonstrated, and the great moral question settled, by a display in collateral lines, the difference between free educated labor and ignorant and involuntary service. Rude agricultural labor on virgin soils affords but poor means of comparison between the classes of labor; but as communities advance, and their prosperity and progress depend upon labor in the mechanical arts and a scientific agriculture, which are themselves advancing and requiring increased skill and knowledge, the difference between intelligent educated labor and ignorant degraded labor will become more manifest. Both sides of the river being equally favored by the gifts of nature, the argument of facts, which will soon be made, along the opposite banks of the Ohio, will carry irresistible conviction to the country, and the discussions of economists, moralists, and politicians will have little weight against the practical settlement of the question to be made here within the next ten years. Cannot the enthusiasts summon patience to wait in silence for the result?

Perry, with the roughest surface and thinnest soil, perhaps of any county in the State of Indiana, which, till within eight or ten years, has supported a sparse population of about 400 voters, in the rudest mode of life and comfort, with 14 small stores, and a capital of \$15,000 employed in merchandising, promises soon to become one of the wealthiest and most populous counties in the State. Its hills are filled with rich deposits of coal and iron that are attracting the skill and capital of New England, while the emigrant from the Rhine is clothing their sides with small farms and vineyards. Cannelton, a few years since, contained but a few rude dwellings erected

for the shelter of some forty or fifty of that rough, hearty, and nomadic race of English coal diggers, who, in all their moral characteristics and roving and improvident habits, resemble sailors, and seldom make a permanent home in any locality: and the town might be said to be without any fixed population. Now it has a population of near 3,500, and there are 700 children enrolled on the trustees' books as admissible to the public schools. There are now five extensive coal mines in operation. It has the largest and best built cotton factory west of the mountains, which has been two years in very successful operation, demonstrating the advantages of the West over the East for the production of the heavier cloths. The difference in the cost of the cotton delivered for this mill and the cost of the raw material for a mill of the same capacity making the same description of cloth at Lowell, was found, by the books of the two establishments at the end of the last year, to have been about \$27,000 in favor of the Western mill. The difference in the cost of fuel was about \$1,200 in favor of the same mill. These admissions were made by Eastern capitalists who were stockholders in both mills.

Another factory has been begun on a tract of land near Cannelton, entered by Robert Fulton in 1813, and the company, who are Eastern capitalists, have assumed the name of the Fulton Manufacturing and Coal Company. These large establishments will be succeeded by others, and workshops of different kinds are growing up within it; and the town, if characterized by the enterprise and spirit which have brought it forth from the wilderness, will be the Lowell of the West.

Cannelton, however, has but few, if any natural resources, more than many points above and below her; but she has got the start—she has secured an invested interest among those who will not allow her to remain stationary. Her men know how to make money, by spending it freely. The investments already made are to be made to pay larger dividends still, by further installments to be paid on the capital stock. She has also gathered the skill and labor adapted to her interests, and fixed them around her by making them homes.

Hawesville, opposite, has all the resources of Cannelton, but her enterprise, industry and skill is limited to coal digging. The mechanical labor from the free States does not incline to the south side of the Ohio.

In the rear of Cloverport, twelve miles above Hawesville in Kentucky, is a most remarkable vein of coal. The deposit is found in the neighborhood of the Pretroleum, or Tar Springs, and is from three to four feet in thickness. It has the external appearance of Cannel coal, but from its peculiar qualities it seems like indurated bitumen or pretroleum. It is highly inflammable, and a large lump of it will take fire from a taper. The coal has been known to the inhabitants of the vicinity for many years, but its location of seven miles from the river discouraged all enterprises to bring it into market, till it attracted the attention of some gentlemen who had been to school at the coal business in the Alleghany mountains of Pennsylvania, who were not frightened at the obstacles of a few hills intervening between the mines and the river. They have now a railway winding around the hills, nine miles in length, nearly completed. Their possessions cover over 6,000 acres of land, and after an expenditure of near half a million of dollars to develop the buried wealth, they will before next autumn offer for sale in New York a most remarkable and entirely new variety of bituminous coal. It is to be sent by the way of New Orleans, and will cost the proprietors, laid down in

New York, seven dollars per ton. It will not be sold to consumers for less, it is said, than \$15. It is designed especially for the use of the Upper Ten. Gas lights can be dispensed with in a room where this coal is burnt in an open grate, for its flame eclipses all other light.

Owensboro', below Hawesville, in Davies County, is equal to any of its rivals in mineral wealth, and excels them in agricultural resources, yet she does not advance in the industrial interests. A most painful illustration of the difference in the prosperity of the two places, on opposite sides of the river, is exhibited in the fact, that while these lines are being written, a large, well built, well filled, and well equipped cotton factory, located on the banks of the river, at the mouth of a coal mine, surrounded by every local and natural advantage, with machinery built by the best mechanics at the East, and which has never run over six months, after having been closed two years, without finding a purchaser or lessee on any terms, is now being dismantled, and the building turned into a tobacco stemery, while the Cannelton Cotton Mill is paying a very large per cent profit to its stockholders. There is certainly something in the genius of the place, or of the people, that shapes these different destinies of the two localities.

Still further down the river, coal develops itself at Newburg, on the banks of the river, and iron ore is found a few miles in the rear. Ten miles below, in the immediate vicinity of Evansville, coal has just been discovered, and along the banks of the canal, at a distance of twenty to fifty miles from the city, the richest beds of iron ore in the West have been discovered, in digging the canal, in the immediate vicinity of good coal. But at present the citizens of Evansville are too much absorbed in the pursuits of trade to give attention to the more durable, though slower gains of mechanical and manufacturing industry.

Henderson, yet further down, has coal beds recently discovered, but no iron ore, in her immediate vicinity. On the Saline and Tradewater are extensive coal mines, that have been worked for many years; are well known, and are in the midst of rich and abundant iron ore deposits. But none of these places, except Cannelton, have drawn around them the labor and skill to develop their wealth; their resources lie almost as unproductive as when the Indian trod the soil. Cannelton has gained so great an advance of all of them in population, and the varied skill and experience of her labor, that she will in the future have no rival.

But there is a country, on Green River, whose deep waters are of as pure an emerald hue as the grass on its banks, that surpasses all the other localities in mineral wealth, yet undeveloped, and almost unknown beyond the limits of its own region. The river has been locked, and dammed, and made navigable for steamers of 400 tons for more than 200 miles into the heart and richest district of Kentucky. Its banks, for 130 miles from the Ohio, exhibit the outcrop of three distinct veins of excellent bituminous coal, one three and a half feet in thickness and another seven feet thick. A few miles back from the river, to the west, extensive beds of rich iron ore have been opened. Where the coal and sandstone cease, as the traveler passes up the river, the blue limestone appears and forms a surface and soil equal in beauty and fertility to the lovely regions about Lexington. Between the waters of Barren River and the Cumberland, there is a tract of country embracing five or six counties, that in the charms of its landscapes and the fertility of the soil is unequaled even at the West.

The banks of Green River are sparsely peopled; for distances of ten and

twenty miles scarcely a human habitation is seen. The few villages on its banks are new and straggling towns, built principally near the five locks, and as each lock has a lift of 15 or 20 feet, the rush of the current of this large river over the dam forms at each a picturesque and magnificent waterfall. And where the lofty mural cliffs of limestone rise in perpendicular walls for hundreds of feet on both sides, the scenery rises to the grand, and almost to the sublime; and the citizens of these quiet hamlets are regaled, morning and evening, day and night, with the sublime anthem of nature, the perpetual roar of falling water.

The trade of the river now employs four steamers, besides large numbers of flatboats, that are employed in taking the tobacco, pork, and corn of the rich agricultural region around the head-waters of the river to a market. The country immediately on its banks exports but little of any species of product as yet.

A few years ago a huge smelting furnace and iron works were erected in Muhlenberg County, a few miles from the river, by two enterprising Scotch iron masters. The change in the tariff and the decline of the iron business closed the furnace, and ruined the proprietors. It has recently passed into the hands of Mr. Alexander, a very wealthy resident of Kentucky, of Scotch descent, who has inherited a very large estate, embracing an extensive iron works, in Scotland. He has added, by recent purchase, many thousand acres to the original furnace tract, and has also acquired a large and very valuable coal mine on the river. It is understood he is to form a large Scotch settlement on these lands, by transferring the operatives from the iron works in Scotland to the banks of Green River. And with a fortune that yields an annual income, it is said, of \$80,000, he will erect iron works more extensive than any in this country—if the course of legislation at Washington gives any promise of stability in the iron business for the future. Mr. Kinselman, an English gentleman, is opening an extensive coal mine near the same locality, and he is looking ultimately to the iron business for the return of his capital. Thus, we see, if Congress will but yield to the almost unanimous wish of the country, and place the iron interest on a stable basis for the future, by reasonable protection, English capital and English labor would flow in streams over wilderness and solitary places of our country, illuminating our rugged, barren hill-sides and mountains with furnace fires, and making them groan in the parturition of emboweled wealth. If it be easier to support ten men at home than one in England, by the transportation of our food to him, we could, by bringing the English and Scotch laborers in iron to our own ore-beds, get ten times the quantity of iron we now procure for the same expenditure of our labor. And Green River, (as well as other tributaries of the Ohio,) now wild and solitary, would present a continued scene of life and industry, from its mouth to its source; and instead of the clouds of wild fowls that now cover its surface, it would be crowded with steamers and craft floating on its stream—a larger annual amount of newly-created wealth to the country than flows from the entire profits of its whole foreign Commerce.

F. Y. O.

Art. V.—WEALTH AND CAPITALISTS OF BOSTON.

THE RICH NOT MADE SO BY LEGISLATIVE FAVOR.—HON. NATHAN APPLETON—SAMUEL APPLETON
—HON. ABBOTT LAWRENCE—AMOS LAWRENCE—HON. EDMUND DWIGHT—HON. THEODORE LYMAN
—JOHN MCLEAN—JOHN LOWELL, JR.—HON. THOMAS M. PERKINS.

MASSACHUSETTS, following the example of New York, a few years since passed a general law for incorporating banks, and another for manufacturers; but in the former State they do not exclude special acts for the same purposes. Indeed, we believe, these general laws are not used in Massachusetts, and that special acts continue to be granted; the majority of the people preferring the old system of special legislation. But it is not our purpose to discuss the merits of the two systems. We refer to it at this time for the purpose of introducing to the readers of the *Merchants' Magazine*, the interesting and sensible remarks of the Hon. THOMAS G. CARY, of Suffolk, in the Senate of Massachusetts, on the general laws for establishing manufacturing corporations, on the 1st of March, 1853. Mr. Cary's remarks were made for the purpose of showing that the general law tended to deter capitalists from taking shares in corporations in that State, and to do away with the impression of some, that the rich men of Massachusetts, and particularly of Boston, had made their money through the favor of the Legislature, in granting them acts of incorporation for manufacturing purposes; and that they (the rich men) are therefore bound to do with it somewhat as the Legislature directs. This supposition Mr. Cary considers an "egregious error." We quote from that part of his speech which refers to the capitalists of Boston. It will be seen by the notes below, that a majority of the men whose names we have placed at the head of this paper, have passed away, two or three, during the last year, or since the remarks of Mr. Cary were delivered in the Senate of Massachusetts.

I deny that there is any partiality shown here towards the rich, or that the rich have been made so by the favor of the Legislature. Who are they? Look up and down this Beacon-street where we are, and look over this city and regard the men individually. They will be found to be almost invariably what are called "self-made men," who began life with small means, most of them engaging in foreign trade, going abroad for information, even among nations the most uncivilized and barbarous, and using that information with sagacity and success. They have collected here the wealth that they have gained elsewhere, much of it on the other side of the globe. They have employed that wealth here, by renewing their enterprises in navigation from our ports, in a way that has given impulse to all business, and increased the value of every farm in the State, and of every heifer and steer that helps to stock it. They have invested part of the property thus gained in factories, and given employment to tens of thousands. They have taken shares in railroads to open the interior, and in other public works. They have founded hospitals, and aided in the cause of education. While the stock-lists of the corporations would show numbers of such men, I might with confidence challenge any one, to show us in the list of proprietors of all the millions of property at Lowell, five men of any considerable property who can be said to have made their money by manufacturing.

I have in my mind, at this moment, a man* well known in the councils of the nation for ability and wisdom, who lives in a beautiful house near here, drives a fine carriage, or his wife does, and has everything about him that intelligence can desire from wealth. He is president of two or three large manufacturing corporations, and concerned in others. And this man lived in the same house and in the same way, rich from his own acquisitions, when all Lowell was farm-

* Hon. Nathan Appleton.

ing land, and not a spindle had been seen there. He did not grow rich by manufacturing, then.

A brother lives near him,* of whom much of this may likewise be said, except that, now too far advanced in age to take any share in the business of life, he is chiefly known for acts of wide beneficence; like another individual† of the same description, whose late residence is within sight from this building, and who has closed a long life of usefulness and benevolence, in peace and charity with all mankind, to the sorrow of the unfortunate, while we have been sitting here. Both of the them might well say, on the bed of death, in the language of Job:—

"When the ear heard me, then it blessed me; and when the eye saw me, it gave witness to me. Because I delivered the poor that cried, and the fatherless, and him that had none to help him. The blessing of him that was ready to perish came upon me; and I caused the widow's heart to sing for joy."

A similar instance is found in the distinguished statesman who lately represented the country as our ambassador in England.‡ Many people would, doubtless, listen with amazement to the assertion that he did not derive his wealth through a commercial house always depending solely for business on its agency for factories. Yet it is perfectly well remembered that the house in question for some time declined any such agency, from an unwillingness to relax its attention to foreign business, which had made it rich. We must look behind any action of our Legislature, then, to discover the origin of that wealth from which he has founded and munificently endowed the Scientific School at Cambridge; contributing liberally, all the time, to other public institutions and works of charity.

Who was it, I might ask, too, who led the way in establishing Normal Schools among us? A merchant§ who had, no doubt, much to do with manufactures, but who was rich before. From whom have we had a house, I might almost say a palace, for the blind? From another, of whom the same might be said, with more emphasis. Who gave a hundred thousand dollars in one sum to the General Hospital, open to all parts of the Commonwealth, as much as to Boston? Another,|| who had nothing to do with factories.

If we look into the second generation, to see what the heirs of such men do with the money which they inherit, we find instances that tend to establish a high character for them as a class. The man¶ who moved forward, hand in hand with the Commonwealth, to establish the State Reform School at Westborough, was the son of one who had acquired all his great wealth by ships sent on long voyages into distant seas; and thus a part of his earnings was finally disposed of. Another,** whose wants were provided for by inheritance, but whose active and sagacious mind had increased his property by his own enterprise, dying far away, childless and alone, when the ties of conjugal and paternal affection had been dissolved in the death of those who looked to him for protection, was found to have provided in his latest aspirations for the improvement of his native State. A noble fortune was left as a foundation for the Lowell Institute, which draws to us the philosophers and men of science of the Old World, while it elicits and liberally compensates the efforts of our own learned men. It may be heard from your teachers' institutes, sir, with what gratification and improvement an occasional lecture is received there from distinguished professors, who never would have visited this country but for that munificent bequest.

And such instances taken for illustration, do not show half the aggregate of general contribution for liberal purposes in the whole community, made up by the combined action of those who readily follow such examples, but necessarily contribute in smaller sums. With such a spirit apparent, when we hear it said that privileges are sought for by the rich to the exclusion of the poor, and when capital is represented as arrayed in opposition to labor, it really seems as if it might be said with greater truth, that the capitalist thinks more kindly of the

* The late Samuel Appleton.

† The late Amos Lawrence.

‡ The Hon. Abbott Lawrence.

§ The late Hon. Edmund Dwight.

|| The late John M'Lean, Esq.

¶ The late Hon. Theodore Lyman.

** The late John Lowell, Jr. Esq.

laborer than laborers do of each other, except when they combine against their employer as if he were a common enemy. If our laws were framed to keep property in unbroken descent, by entailment and the like, there might be a reason to regard it with jealousy. But the accumulation of one man is divided and subdivided by those who follow him, and soon disappears in the mass.

It is not my purpose, in the allusions that I have made, to claim for those who become rich among us any merit for fanciful or poetic disinterestedness. But it has been said here within a twelvemonth, by a late colleague of the senator, and a political associate of his, that it is not desirable to have large fortunes among us. Now, a true statement of facts tends to show that there is nothing in the mode of acquisition or the use of wealth here that is detrimental to anybody; while there is much, both in the acquisition and use of it, that promotes welfare and prosperity throughout the State, even if it be true that the rich manage their affairs merely as men of business, looking to their own advantage alone.

Suppose the largest stockholder in the corporations at Lowell,* for instance, instead of liberally aiding others, (as he has,) had never assisted any one purposely, but looked solely to his own interest. Was it not, still, a benefit to the community, that he acquired property elsewhere and planted it there in a way that tended to advance the value of land in that vicinity a hundred fold or more, to increase the numbers and activity of our population, and, of course, to increase our political influence, as well as the general valuation the State? Before the commencement of this century, in a spirit of vigorous enterprise, he went abroad into various countries, established a commercial house at Canton, (from which a score of rich men have issued since, and brought back fortunes to the United States,) and was one of the foremost to open a great trade, which enables us to say, among other things, when our prosperity is attributed to the staples of the South, that of the wealth of New England, more, probably, has been gained in carrying rice from the islands in the Indian Ocean to feed the Chinese, than from the rice of the Carolinas. In a long series of enterprises fitted out from here, he gave advantageous employment to various branches of business; and in investing the property thus acquired, helped to furnish profitable occupation in factories for which millions on millions have been paid in wages; while no laborer there, man or woman, ever lost a dollar that was due for work, by failure or delay of payment. Does any man believe that if the action of such an individual, for half a century and more, could have been withdrawn from here, and his enterprises had been carried on from New York or Philadelphia, this State would be the better for his absence?

Again, if any great undertaking should be stopped for want of means—if a railroad company, for instance, should become embarrassed, and requiring the aid of capital for relief, should apply to some agent in financial transactions to procure money to a large amount, to whom would such an agent be likely to resort? I do not mean for assistance to a company who build their road where it never can be profitable to the stockholders, though it may increase the value of property all along its line, but to aid a company who can offer good security and liberal remuneration for a heavy advance. The agent or broker would be very likely to go to some man who in youth began the business of life by a sea voyage as mariner, rose to be master of a ship, went among savages, perhaps, on the shores of the Pacific, at the risk of his life, traded for sea-otter skins, or the like, carried them to China, converted them into teas and silks, which he brought home, and renewing his enterprises from here, sent others to repeat the operation. Do we find cause to regret that his accumulations are here as a resource in such emergencies? Certainly not. By arbitrary restrictions we may drive capital away, but when it is gone and our people begin to feel the want of its presence, they will hardly believe that their true interests have been consulted by this course.

* The late Thomas H. Perkins.

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LIBEL TO RECOVER VALUE OF IRON LOST BY THE BREAKING OF THE PIER.

United States District Court. In Admiralty, (February, 1854.) Before Judge INGERSOL. Francis Vose and others vs. Thomas Allen, owner of the bark Majestic.

The libel in this case is filed by Francis Vose, Charles L. Perkins, and John B. Kettell, against Thomas Allen, the owner of the British bark *Majestic*, for the recovery of the value of a quantity of pig iron, shipped at Belfast, Ireland, by Ralston, Goodwin & Co., on board the *Majestic*, to be carried to the port of New York, and there, at said port, the dangers of the seas only excepted, to be delivered to the libelants or their assigns. About fifty tons of the iron, of the two hundred and twenty tons so shipped, was lost at the port of New York, while the *Majestic* was discharging her cargo, by the breaking and sinking of a pile-wharf or bridge upon which the iron was placed when being landed from the bark, and the claim of the libelants is, that it was so lost before it was delivered to them by the carrier, according to the terms of the bill of lading executed at the time the iron was shipped at Belfast.

The bill of lading, which bears date the 26th day of April, 1852, and was signed by the master of the *Majestic*, at Belfast, acknowledges that Ralston, Goodwin & Co. had shipped in good order on board the *Majestic*, then lying in the harbor of Belfast, two hundred and twenty tons of pig iron, to be delivered in the like good order at the port of New York, the dangers of the seas only excepted, unto the libelants or to their assigns, he or they paying freight at the rate stated in the bill of lading. The bill of lading is in the ordinary form, with the addition of the following clause, inserted in the margin thereof, namely—"Iron to be discharged by the consignees in five days after vessel's arrival at New York, or pay demurrage of \$25 a day after that time. The above clause means five working days from the time the vessel is ready to discharge."

The libelants claim, that by virtue of this additional clause in the margin of the bill of lading, they have more rights in reference to the unloading of the iron than they otherwise would have had; that by this additional clause they had five working days, from the time the vessel was ready to discharge, to unload the iron themselves; that they had a right, by the stipulation contained in this additional clause, at any time within such five working days, to designate and select the wharf at which the iron should be discharged; that before the expiration of the five days the iron was lost; that the wharf at which the cargo of the *Majestic* was discharged was selected by the captain of the bark, without their concurrence; that they requested the captain to discharge at another wharf, which, though it was occupied at the time, would have been vacant before the expiration of such five working days; and that, therefore, no discharge of the iron at any wharf selected by the captain without their concurrence, within such five working days, although the captain may have given them notice of such discharge, would in law be deemed a delivery of the iron to them, according to the terms of the contract, as expressed in the bill of lading.

The necessities of the case, as I view it, upon the evidence as exhibited on the trial, do not require the expression of an opinion upon this claim as made by the libelants. The consideration of it, therefore, will be waived, and the case be considered as it would be were not this additional clause appended to the bill of lading; and, in conformity with the claim of the respondent, that will be viewed as the contract of the parties, which is imported by a bill of lading in the ordinary form, governed by the same legal rules in its construction as would govern the instrument upon which the libel is founded, were not the additional clause appended to it.

In order to come to a correct result, it is necessary to ascertain what the facts in the case are; what the law is on the subject of the liabilities of common carriers of goods for hire—when they begin, how long they continue, and when they cease, or when the carrier discharges himself of the custody of the goods in his character of common carrier, and then apply such law to such facts in the case.

The *Majestic* having, on the 26th of April, 1852, received at Belfast the 220 tons of pig iron for the purposes named in the bill of lading, soon thereafter sailed for her port of destination. She arrived in the harbor of New York on Sunday the 20th day of June of the same year. The vessel was consigned to Edmiston & Brothers, the agents of the ship. The iron was consigned to the libelants. On Monday, the 21st of June, the captain of the *Majestic* reported himself to the libelants, and inquired of them where he was to discharge. The libelants sent their clerk to find a vacant berth. No berth vacant on the North River could be found below pier No. 39. The libelants requested that she might discharge somewhere between Washington Market and the Battery, and named piers No. 8 and No. 9; but neither of these piers was then vacant. The captain, on Tuesday the 22d of June, hauled the vessel into pier No. 39, which was not between Washington Market and the Battery. On the 22d of June, Edmiston & Brothers wrote to the libelants, informing them that the *Majestic* was berthed at pier No. 39 North River, and was prepared to discharge cargo, and requested them to furnish them (Edmiston & Brothers) with a permit for the iron, that the vessel might commence landing it as early as possible. The Custom House permit was furnished by the libelants and sent to Edmiston & Brothers on Wednesday the 23d of June, and on Thursday the 24th the captain began to discharge the cargo. Pier No. 39 was about 300 feet long. The outer end of it, for about 40 feet, was solid. The remainder was what is called a bridge pier, built on piles. The vessel continued to discharge the iron on the pile part of the pier, until about 11 o'clock A. M. of Friday, at which time the first lieutenant of police of the 5th ward, in which ward pier 39 was, observing a greater quantity of iron on the pier than he thought was safe, spoke to the assistant dock-master, and told him to go on board and order them to stop discharging. The assistant dock-master immediately went on board, and ordered those on board not to land any more iron on the pier. They for a time ceased. On the afternoon of the same day the dock-master noticed that they were again discharging, and being of opinion that the pier, with the quantity of iron then on it, was not safe, ordered those on board to knock off, and to cease discharging. Upon this order being given, those on board again stopped. On the morning of Saturday, the 26th, they again went to discharging the iron, and continued till about 11 o'clock, when, from the weight of the iron on the pier, the pier broke down, and the iron upon it was precipitated into the water, and about fifty tons of it was totally lost. At the time the pier broke down, there was about 150 tons of the iron upon it, and placed in such a manner that it caused the breaking of the pier. On Friday, the 25th day of June, in the forenoon, a written notice was sent to the office of the libelants by Edmiston & Brothers, notifying them that the pier, upon which a portion of the iron had been then discharged, was supposed to be in danger, and requesting them to remove it. After this notice, although none of the iron was removed from the pier, an additional quantity was discharged from the vessel and placed on the pier, until 150 tons had been there placed, when the pier fell. At the time the order was given, on Friday, to stop discharging, there was 70 or 80 tons of iron on the pier. Pier 39 was a well-built pier, but the quantity of iron placed upon it, and the manner in which it was placed upon it, it being accumulated too much in one spot, caused the disaster by which a portion of the iron was lost.

There is some contradictory evidence in regard to a portion of the facts as above set forth, but the preponderance of testimony is such that there can be no reasonable doubt in regard to any of them.

These facts being found, the next question is, what is the law on the subject of the liabilities and responsibilities of common carriers of goods for hire in a

case of this kind; when they begin, how long they continue, or when they cease; or when the carrier discharges himself of the custody of the goods in his character of common carrier? These liabilities and responsibilities commence when the goods are placed on board the carrying vessel; they continue during the voyage, and until the goods are safely delivered to the consignee at the port of discharge, or are placed in such a situation at such port of discharge, as either by law or general usage is equivalent to such delivery to the consignee, and until they are either delivered to the consignee, or are placed in such a situation at the port of discharge, as is either by law or general usage equivalent to such personal delivery, the carrier is not discharged of the custody and safety of the goods, but is responsible for the same. It is claimed by the libelants that the iron, though safely carried to the port of discharge, was not at such port either safely delivered to them, or safely placed in such a situation as is, either by law or general usage, equivalent to such personal delivery.

The law and general usage in this country in regard to foreign voyages, or goods brought from a foreign country, seems now to be well settled, and appears to be this: that under a bill of lading in the ordinary form, the carrier is not bound to make a personal delivery of the goods to the consignee; but it will be sufficient if he lands them in a proper manner at the usual wharf or proper place of landing, and gives due and reasonable notice thereof to the consignee. Such landing, with such notice, is equivalent to a personal delivery to the consignee. (Angell and Ames on carriers, sec. 310.)

Such landing place, in order to make it equivalent to a personal delivery, must be a proper place for landing, and the landing must be made in a proper manner. No unsafe landing place can be a proper landing place, and no unsafe mode or way of landing can be considered as a proper mode or way of landing the goods.

It has been sometimes claimed, when the question of the liability of common carriers has been presented before courts, that where the consignee is not the owner of the goods, but is a third person, the rule is a little different; and that in such a case the carrier, when there is no personal delivery, in order to make his responsibility cease, must not only land the goods in a proper place, and give due and reasonable notice thereof to the consignee, but that he must also, after the goods are unladen, secure them by housing or otherwise, if no consignee appears, or if he neglects or refuses to accept the goods. The district judge of the Southern District of New York, when the case of the *Grafton* was before him, as appears by the report of the case in 1 Blatchford, Circuit Court Reports, p. 175, decided, "That in a well settled course of trade, such as existed in New York, in relation to coasting vessels, the delivery of a cargo on the dock, with notice to its owners of the time and place of unloading them, placed the cargo at their risk, and discharged the vessel from liability. But that in case the cargo was addressed to a mere consignee, the vessel would be under the further obligation to secure the property, after it was unladen, if no consignee appeared, or if he refused to accept the goods."

There are many good and substantial reasons why the carrier should be required to do more, where there is no personal delivery in the case, when the consignee is a third person, than should be required of him when the consignee is the owner of the goods. But waiving the consideration of the question whether a different rule exists in the one case from what exists in the other, I will consider this case as if the consignee were the owner of the goods.

The carrier may not be bound under a bill of lading in the ordinary form to unlade his cargo at the place selected by the consignee. If, however, the carrier selects the place to land the goods, he must select a good and safe and proper place for landing them. What would be a good and safe and proper place for landing one kind or quality or quantity of goods, would not be a good and safe and proper place for landing another kind or quality or quantity of goods. Has then the carrier, in this case, done that which is equivalent to a personal delivery of the iron to the consignee? If he has safely unladen it in a safe and proper place, and in a safe and proper manner, and given due and reasonable notice to the consignee, then he has. If he has not, then he is liable for the damage which has been sustained by the loss of the iron,

occasioned by the breaking of the pier upon which it was by the carrier placed.

On Friday, the 25th of June, at about 11 o'clock, A. M., about seventy or eighty tons of the iron had been discharged and placed on the pier. The assistant dockmaster, seeing that quantity on the pier and the manner in which it was placed, and that those on board were in the act of discharging more, and apprehending danger, notified the captain of the *Majestic*, not to discharge any more on the pier. For a time those on board the vessel stopped discharging. In the afternoon of the same day, however, they recommenced, when the dockmaster, apprehending danger, ordered them to stop. On the morning of Saturday, the 26th of June, they continued to discharge the iron on the pier, up to about 11 o'clock, when about 150 tons of it having been placed on the pier, the pier, from the weight of the iron upon it, broke down, and the iron was precipitated into the water, and a good portion of it, about fifty tons, was lost. The captain in his deposition says, that on Saturday they continued to discharge until the pier fell. The captain was warned of the danger, but persisted in overloading the pier, by which the pier broke. The pier was safe and proper for a certain quantity of iron, but not safe and proper for 150 tons placed on it in the manner that this iron was placed. For the quantity placed on the pier, in the manner in which it was placed, it was not safe, and therefore not a proper place. Of this the captain was notified before the danger had been encountered. The carrier, therefore, has not safely landed the iron in a proper and safe place, and in a proper and safe manner for the quantity that was discharged. He has not, therefore, done that which is equivalent to a personal delivery of the iron to the consignee; for, to do that, it is necessary that he should have landed it in a proper place, a place proper for the amount that was landed. By his not complying with the stipulation contained in the bill of lading, to safely discharge the iron in a proper place, the loss has happened, and he must be answerable for the damage which has been occasioned.

It is contended, however, by the respondent, that the claim for this damage is not such a claim as can be enforced in a Court of Admiralty; that the cause of action, if any exists, had its origin on the land; that the damage occurred by an act done on the land and not on the water. The claim which the libelants make is for damages for the violation, by the respondent, of a maritime contract, entered into by him to safely carry the iron from Belfast to New York, and there safely deliver it to the libelants. And the ground of complaint is, that it was not safely delivered. After the decision in the case of the *Grafton*, above referred to, it is not necessary to dwell on this point. That case was a libel *in rem*, filed in the District Court, and upon a bill of lading for the carrying of a quantity of hemp from New Orleans to New York, and there safely delivering it to the libelants. After the hemp was discharged on the wharf, and not before, a portion of it was damaged by rain, and for that damage a recovery was had.

The decree of the court therefore is, that the libelants do recover the amount of the damage occasioned to the iron by the breaking of the pier, and that it be referred to a commissioner to ascertain and report what that damage is.

For libelants, Messrs. Benedict, Seoville and Benedict; for respondent, Messrs. Owen and Betts.

LIABILITY OF COMMISSION MERCHANTS.

We find the following important decision by a Select Committee of the Cincinnati Chamber of Commerce, as arbiters, reported in the *Price Current* of that city. In publishing this decision of the majority of the committee, our contemporary remarks:—

"The question decided by this committee is one of more than ordinary importance, and the decision has therefore attracted pretty general attention. The point of the matter in dispute was: Whether a commission merchant, whose universal custom had been to guaranty all time sales, became liable to his principal when the sale was made, or when the goods were delivered and the notes given. In this case the sale was made while the goods were in transitu, and on four months' time from the date

of delivery. Before the goods were received, the purchaser failed, and the property was re-sold by McCutcheon & Collins, at a price below the original sale; and for this difference Wann & McBirney sought to hold the former liable, on the ground that they became principals the moment the sale was made. The majority of the committee did not sustain this claim, and thereby decided that a guarantor does not become liable until the goods are delivered and an equivalent received therefor, unless it should appear that the agent did not exercise due caution as the standing and credit of the purchaser. There may be objections to the establishment of a custom that will accord with this decision, but it is, so far as we can see, less objectionable by far than that urged by the minority. We also published this week a full report of a decision rendered by the majority and minority of another committee, with reference to the responsibility and liability of commission merchants. More than a year ago we urged the importance of a convention of representatives of the Chambers of Commerce, or Boards of Trade, of the several leading cities of the United States, for the purpose of agreeing upon a 'Code of Customs,' and considering such other matters connected with the general interest of the mercantile community as might be suggested, and every week's experience strengthens our convictions that there is an existing necessity for such a convention. The laws of the several States are in most cases indefinite with reference to matters which are frequently disputed between merchants, all of which might be settled promptly and amicably had we a 'Code of Customs.'"

Select Committee of Chamber of Commerce.—Wann & McBirney *vs.* McCutcheon & Collins.

This suit is brought to recover difference in price between first sale to arrive, and sale after arrival—the parties to whom first sold failing before delivery. From the statements, letters, &c., submitted in evidence before the committee, it appears that the invoice was sent on the 24th January, 1853, of a shipment of 300 hhd. of meat to McCutcheon & Collins, of Philadelphia, for account Wann & McBirney, of Cincinnati. On 28th, Wann & McBirney dispatch McCutcheon & Collins to sell invoice to arrive. The party make sale to a Baltimore house, (Cassard & Co.,) and advise owners on 2d February. Some of the property arrived at Baltimore on 9th March, consigned, as was the whole lot, to McCutcheon & Co.'s agents, Lippencott & Co. As but a small part arrived, it was left in depot until shipment was completed. Between the 9th and the 17th, 2,700 hams were taken out of depot by Cassard & Co., McCutcheon & Collins not knowing how they got them, or by whose authority they were taken. No delivery was made by McC. & Co. or their agents, (as Mr. McCutcheon avers,) of the shipment. So soon as McC. & Co. heard of the failure of Cassard & Co., Mr. McCutcheon went to Baltimore, and finding 2,700 hams meat in Cassard's house, took from them an equivalent in price, substituting canvassed hams at the market price.

It would appear that Cassard & Co. bought the invoice at four months' time from delivery, and resold the lot, or portion of it, to Theo. Perry & Co., of New York, at a profit. When Cassard & Co. found they could not comply with the contract, they returned in value what they had taken, and allowed Lippincott & Co. to send on the meat already in Baltimore, to Perry & Co., giving McCutcheon & Collins advantage of the trade they (Cassard & Co.) had made. The bills of lading were transferred to McCutcheon & Collins, and proceeds went to their credit. The balance of shipment came on in lots and was sold, part in Baltimore and part in Philadelphia, for account Wann & McBirney.

The sales of some parts (sides) paid a profit over first sale, and others a loss, on the shipment—say \$600.

Are McCutcheon & Collins bound to pay the loss?

First. It is urged that McCutcheon & Collins having invariably charged guaranty commission on all sales of property, and having notified owners of sale, they became the guarantors for price, as also money for property.

Second. That as the party at Baltimore, who purchased, succeeded in getting a part of the property, though without consent or advice of the party selling, it proves a delivery, and hence a sale.

The Committee hold—

1st. No equivalent having passed for the property sold, nor a delivery made, no guaranty can attach. (See statute *Frauds and Perjuries in Ohio and Pennsylvania*: "That no action shall be brought whereby to charge the defendant upon any special promise to answer for the debt, default, or miscarriage of another person, unless the agreement upon which such action shall be brought, or some memorandum or note thereof, shall be in writing, and signed by the party, to be charged therewith, or some other person thereto by him or her lawfully authorized.")

2d. As the agents could not in justice to themselves as honorable men, have been benefited by any advance in the market on the second sale, they are not liable for loss; for until property was sold and delivered, or passed beyond their control, they were merely agents.

3d. The agents become principal when they guaranty the owners against loss by note, or that which they took as an equivalent for the article sold.

4th. A guaranty commission does not cover loss by spoiled meat, as the agent is authorized to buy to fill the contract at the expense of owner.

5th. It cannot be for price, in case of failure on the part of purchasers to comply, (unless the sale be made to an irresponsible person, notoriously so, showing a want of caution and proper diligence on the part of the agent,) provided the party was good and in fair standing at the time of sale.

6th. A guaranty is only necessary and expected when the article sold passes into other hands, beyond the control of the agent or owner; when notes pass, or some equivalent, by virtue of which the purchaser is entitled to demand the property; for while the property is still in the possession of the agent, it is in the hands of the owner.

7th. By the contract for the sale to the house in Baltimore, the agents may have passed the right of property, but the right of possession was still in McCutcheon & Collins, as agents of Wann & McBirney, and they are entitled to that possession until the purchaser completed the sale by delivery of notes, or payment of cash.

Before the delivery of the property, the circumstances of the parties changed, by the insolvency of the purchasers. The agents are not bound to take the notes, and had they done so, would not have acted with proper prudence and discretion; therefore, (guaranty or no guaranty,) they would have been responsible.

McCutcheon & Collins acted simply as agents of Wann & McBirney. No improper conduct is charged against them—no want of business tact or discretion—but, on the contrary, they acted in good faith. As long as the property was in their hands, it was there as the property of Wann & McBirney, until a complete sale had been made, by delivery of notes or payment of cash. The property had been delayed some three weeks, and but little had arrived when the purchaser failed. Had it arrived, as was supposed, by due course of transportation, property would have been delivered, notes taken, and all parties satisfied. But before it all arrived, purchasers failed, and did not claim the property; but, on the contrary, declared their inability to take it; put McC. & C. in possession of an equivalent for what had been taken out of R. R. depot; transferred to them a contract they had with a New York house, by which McC. & C. got an advance in price over the first sale, for what had arrived at Baltimore; and throughout the whole transaction evidently declared, by their acts, that they were not the owners of the property. At this very time, it appears the creditors of the Baltimore house were seeking some clue, some misstep taken by McCutcheon & Collins, by which they might take this property as the assets of Cassard & Co. It was not done, and we must conclude there was no ground to base the claim upon, or it would have been attempted.

McCutcheon & Collins knowing the position and circumstances of Cassard & Co., are not bound to take their notes, and had they done so, would have been responsible, (without having guarantied,) because having acted without proper discretion and prudence, they deprive Wann & McBirney of the primary security, viz., the note of a solvent purchaser. Wann & McBirney expected and were en-

titled to a double security, that of the purchaser and McCutcheon & Collins, as guarantors; and with this right to the security of both purchaser and the agent as guarantor, and the purchaser having failed before delivery, Wann & McBirney had the right to stop the property in transitu, which was done in good faith by their agents, or rather stopped by consent of both parties before the completion of the contract.

The only ground on which McCutcheon & Collins could be held responsible, we think would be gross neglect in making a contract with a firm whom they know to be insolvent; or in selling to one whom an ordinarily prudent merchant would not have trusted.

Nothing before us warrants such a conclusion. We decide Wann & McBirney have no claim upon McCutcheon & Collins for loss in sale of property.

All of which is respectfully submitted.

JAMES F. TORRENCE, } Majority of
HENRY NYE, } Committee.

PROMISSORY NOTE—DISCOUNTED.

In the Supreme Judicial Court, (Portland, Maine, Oct., 1853.) Judge Wells presiding. President, Directors, and Company of the Atlantic Bank plaintiffs vs. George W. Woodman *et al* defendants.

This was an action brought to recover a note for \$4,192 00, given by True & Woodman to Beebe, Morton & Co., of Boston, indorsed by the said Beebe, Morton & Co., and discounted at the Shoe & Leather Dealers' Bank, Boston. When near its maturity, it was sent by Longley & Co.'s Express for collection of True, Woodman & Co. After passing through several hands, it was finally discounted at the Atlantic Bank; at least the plaintiffs endeavored to prove it was there discounted. It appeared in defence that the President of the Atlantic Bank discounted the note without the concurrent jurisdiction of the Directors, which was finally ratified a few days after by the Directors, and the note entered on the Discount Book. The ground of defence was that the bank obtained the note by fraudulent means, and discounted the same without the action of the Directors as above stated, until a number of days subsequent to its reception. The defendants also offered to introduce testimony tending to show that the bank had exceeded its limits, by issuing more bills than allowed by its charter, which testimony was rejected by the court as irrelevant; that the bank was amenable to the laws, and was liable to a forfeiture of its charter for over-issues, and ought to have its charter taken away by the legislature if it had violated it. But that constituted no defence for the collection of its note. Verdict for plaintiffs, for the full amount of note and interest.

NEW LAW OF OHIO RELATING TO DEBTORS.

Under a recent enactment, says the Cincinnati *Price Current*, which is embraced in the code of Ohio laws, a debtor who is suspected of having disposed of his property for the purpose of defrauding his creditors, can be brought before a probate judge and required to testify under oath with reference to the matter. The first case under this law, that we have heard of, was brought in this city during the last week, and the result was the defendants gave security for the payment of the debt, although they failed some time since and were reported to be worth nothing. This law we regard as the most useful in our statute books. It had become absolutely necessary to have an enactment of the kind to check the dishonest practices of the day. It was so common for people to enrich themselves by failing, that what might be considered an honest failure rarely occurs, in the estimation of business men generally. The practices of knaves carried away the entire ground upon which confidence in, or sympathy for honest men, who proved unfortunate in business could be based. Thus, as is always the case, the latter have suffered equally the penalty due only to the

former. Fearful, indeed, are the inroads that have been made in this way upon mercantile integrity; and none have more reason to be thankful for the law than those who, without dishonest motives, may be compelled to compound with their creditors.

FRAUDULENT MAKING AWAY WITH AND CONCEALMENT OF PROPERTY.

An insolvent had committed several inconsistencies in his schedule. It also appeared that after his imprisonment he had made over his house and furniture to his landlord for an insufficient consideration; and he further refused to lodge a copy of documents connected with a marriage settlement of £300 a-year alleged to have been made to the sole and separate use of his wife. The Dublin Insolvent Debtors' Court held that these circumstances constituted an improper making away and concealment, though no witnesses were called to prove the latter point.—*Belfast (Ireland) Mercantile Journal*.

BANKRUPTCY—WIFE'S ESTATE.

The wife of a bankrupt had had money settled on her for her separate use, with remainder to her children. The wife was dead, as were her trustees, and it was held that the children were entitled to prove as for a debt, without the appointment of new trustees; but that the shares of certain children deceased should go to the bankrupt's estate, he having become, by the death of the children, entitled to such shares.—*Belfast (Ireland) Mercantile Journal*.

COMMERCIAL CHRONICLE AND REVIEW.

GENERAL COURSE OF TRADE—STATE OF THE MONEY MARKET THROUGHOUT THE COUNTRY—SPRING TRADE IN DOMESTIC COTTON AND WOOLEN FABRICS—THE PRINCIPLE OF ADMITTING RAW MATERIALS DUTY FREE—PROSPECTS FOR IMPORTED FABRICS—REVIEW OF THE BANK RETURNS IN NEW YORK CITY—COMPARISON OF THE RETURNS OF THE PHILADELPHIA AND NEW YORK CITY BANKS, AND OF THE PENNSYLVANIA AND NEW YORK STATE BANKS—CHANGE IN THE CONDITION OF THE NEW ORLEANS BANKS—CASH REVENUE AT NEW YORK—RECEIPTS OF CALIFORNIA GOLD, AND DEPOSITS AND COINAGE AT THE PHILADELPHIA AND NEW ORLEANS MINTS—FOREIGN IMPORTS AT NEW YORK FOR JANUARY, IN GENERAL MERCHANDISE AND DRY GOODS—EXPORTS FROM NEW YORK TO FOREIGN PORTS—COMPARATIVE SHIPMENTS OF PRODUCE—SUPPLY OF CEREALS IN EUROPE—COMPARATIVE PRICES IN GREAT BRITAIN, WITH THE EFFECT OF ADVANCED RATES UPON GENERAL CONSUMPTION, ETC., ETC.

THE interests of Commerce in every department have been more or less affected by the continuance of European troubles, and during the past month there has been no material change in the general current of events. Money has been steadily supplied outside of the banks in nearly all the principal markets at 9 a 12 per cent, but the demand at this rate has been active, and sufficient to absorb the floating means. In Cincinnati higher rates have been paid, especially for short loans; and part of the time borrowers in the street have been charged at the rate of 1½ a 2½ per cent a month. Toward the close of the month there was less stringency at most points in the interior. In some places a large amount of funds is locked up in produce, which cannot be moved before the opening of navigation; but the money has been distributed among the producers, and will soon find its way into the natural current again. At the South, cotton has come forward more freely, and the supply of money at the principal points has not

been sufficient to meet the necessary advances. Large shipments of specie to the receiving ports have been made from the North, but not enough to keep up the price of foreign exchange, which has been heavy and declining. The Spring trade has been dull and backward. In domestic goods there has been less regularity. Plain cottons have mostly maintained their value, although styles not recognized as standard have been offered more freely. Printed calicoes have been active, but holders have crowded their stock, the cost of the goods being too high to be kept long on hand. The usual annual sale of printed lawns at New York was well attended, but the goods averaged only $11\frac{1}{2}$ cents per yard, against $13\frac{1}{2}$ cents, the average of the previous year. Even at this decline, however, the manufacturers realize a small profit, the expenses of the sale being less than attends the distribution in small lots, while two objects are accomplished which help the progress of the work. The importations are kept down, and the goods, by their cheapness, are thrown into general consumption. The domestic woolen interests continue depressed; plain broadcloths of all-wool fabric sell slowly, and yield a poor return to the manufacturer; while fancy cassimeres and satinets are reduced by the competition among producers, until the profit of previous seasons is nearly lost. In this connection, the manufacturers are looking with unusual interest to the action of Congress in regard to the proposed revision of the tariff. Secretary Guthrie received high commendation from nearly all classes of the American people by the principle which he assumed in his annual report, that raw materials and manufacturers' dyestuffs ought to be admitted duty free. The chief, and nearly the only limitation to this principle which he proposed, was in wool, upon which he still recommended a duty of 25 per cent, except for qualities valued less than 10 cents per pound. The further limitation to this clause contained in the proposition, as finally laid before the Committee of Ways and Means, would make even this exception of little value to manufacturers. We believe that the entire abrogation of *all duties upon raw materials* would give an impulse to American industry and enterprise which it could receive from no other source. The admission of wool free of duty would create such a demand for this material for manufacturing, that even wool-growers themselves would share in the common benefit. Wool is not an article whose production can be increased rapidly and indefinitely. As the population of the world extends, the natural tendency is toward increased cultivation of the soil, at the expense of flocks and herds. Sheep, in particular, are most troublesome stock in thickly-settled communities, and the demand for the meat must always compete with the demand for the fleece. If wool were admitted free, after the first effect of the disarrangement was over the price would probably steadily advance, both here and abroad. Our manufacturers could better afford to pay even an exorbitant price for it, if there were no duty on the receipts, because foreign manufacturers would have to pay the same.

The Spring trade from importers' hands has been irregular, and most descriptions of foreign goods have been crowded upon the market, either from private hands, or through the auction rooms.

The banks have made some slight attempts at expansion, but have generally contracted again if they found their deposits or specie decreasing. At New York the progress has been the most uniform, as will be seen by the following table, containing the weekly averages, compiled from official returns:—

WEEKLY AVERAGES OF NEW YORK CITY BANKS.

| Week ending. | Average amount of Loans and Discounts. | Average amount of Specie. | Average amount of Circulation. | Average amount of Deposits. |
|----------------------|--|---------------------------------|--------------------------------------|-----------------------------------|
| August 6, 1853..... | \$97,899,499 | \$9,746,441 | \$9,513,053 | \$60,579,797 |
| August 13..... | 94,633,282 | 10,653,518 | 9,451,943 | 57,457,504 |
| August 20..... | 94,074,717 | 11,082,274 | 9,389,727 | 57,307,223 |
| August 27..... | 92,387,618 | 11,319,040 | 9,427,191 | 57,431,891 |
| September 3..... | 91,741,338 | 11,268,049 | 9,554,294 | 57,502,970 |
| September 10..... | 91,108,347 | 11,380,693 | 9,597,336 | 57,545,164 |
| September 17..... | 90,190,589 | 11,860,235 | 9,566,723 | 57,612,301 |
| September 24..... | 90,092,765 | 11,340,925 | 9,477,541 | 58,312,334 |
| October 1..... | 90,149,540 | 11,231,912 | 9,521,665 | 57,968,661 |
| October 8..... | 89,128,998 | 10,266,602 | 9,673,458 | 57,985,760 |
| October 15..... | 87,837,273 | 11,330,172 | 9,464,714 | 59,068,674 |
| October 22..... | 85,367,931 | 10,303,254 | 9,388,543 | 55,748,729 |
| October 29..... | 83,400,321 | 10,866,672 | 9,300,350 | 53,335,462 |
| November 5..... | 83,092,630 | 11,771,880 | 9,492,158 | 55,500,977 |
| November 12..... | 82,882,409 | 12,823,575 | 9,287,629 | 56,201,007 |
| November 19..... | 83,717,622 | 13,691,324 | 9,151,443 | 57,446,424 |
| November 26..... | 84,802,530 | 13,343,196 | 9,032,769 | 58,673,076 |
| December 3..... | 85,824,756 | 12,830,772 | 9,133,586 | 58,435,207 |
| December 10..... | 86,708,028 | 12,493,760 | 9,075,704 | 57,838,076 |
| December 17..... | 87,565,073 | 12,166,020 | 8,939,830 | 58,312,478 |
| December 24..... | 88,766,402 | 12,074,499 | 8,872,764 | 58,154,302 |
| December 31..... | 90,162,106 | 11,058,478 | 8,927,013 | 58,963,976 |
| January 7, 1854..... | 90,133,887 | 11,506,124 | 9,075,926 | 60,835,362 |
| January 14..... | 90,010,012 | 11,894,453 | 8,668,344 | 58,396,956 |
| January 21..... | 90,068,738 | 11,455,156 | 8,605,235 | 59,071,252 |
| January 28..... | 89,759,465 | 11,117,958 | 8,642,677 | 58,239,577 |
| February 4..... | 90,549,577 | 11,634,653 | 8,996,657 | 61,208,466 |
| February 11..... | 91,434,022 | 11,872,126 | 8,994,083 | 61,024,817 |
| February 18..... | 92,698,085 | 11,742,384 | 8,954,464 | 61,826,669 |

We annex a comparison of the condition of the banks in the cities of Philadelphia and New York at the date of the last quarterly returns:—

| | Philadelphia, 16 banks. Nov. 15, 1853. | N. York, 57 banks. Nov. 19, 1853. |
|------------------------------|---|--------------------------------------|
| Capital Stock..... | \$10,900,000 | \$47,000,000 |
| Loans and discounts..... | 22,438,854 | 83,717,622 |
| Specie and specie funds..... | 5,413,596 | 13,691,324 |
| Circulation..... | 5,227,170 | 9,151,443 |
| Deposits..... | 14,086,827 | 57,446,424 |

The third item under the New York banks includes only gold and silver, while under those of Philadelphia, it includes much of other assets.

The following will show the comparative position of the banks throughout the States of New York and Pennsylvania at the dates mentioned; the totals include also the items given above:—

| | LIABILITIES. | |
|---------------------------------------|--|-------------------------------------|
| | Pennsylvania banks. November, 1853. | New York banks. September, 1853. |
| Capital stock..... | \$19,765,864 36 | \$76,692,075 |
| Circulation..... | 17,411,970 96 | 32,762,650 |
| Due other banks..... | 4,640,970 42 | 28,262,667 |
| Due depositors..... | 21,667,014 19 | 77,167,075 |
| Dividends unpaid..... | 398,183 86 | 3,002,614 |
| Contingent fund..... | 2,110,679 69 | 1,414,669 |
| Discount, interest, and exchange..... | 736,806 75 | ..... |
| Profits..... | 609,846 90 | 10,233,894 |
| Due Commonwealth..... | 542,214 79 | 1,640,650 |

RESOURCES.

| | | |
|--|-----------------|---------------|
| Loans and discounts | \$44,795,834 94 | \$149,668,119 |
| Specie | 7,774,790 63 | 12,909,249 |
| Due from banks | 5,375,738 07 | 13,279,617 |
| Notes and checks of other banks | 3,804,401 18 | 3,208,792 |
| Real estate and personal property | 1,007,843 25 | 5,061,745 |
| Bonds, mortgages, and other securities | 821,787 98 | 6,198,229 |
| Stocks | 1,141,649 20 | 20,787,197 |
| Expense account | 77,987 57 | 864,644 |
| Bills receivable and post notes | 365,902 67 | 145,604 |
| Cash items | 435,986 20 | 17,654,305 |

The banks throughout the State of New York keep little or no specie on hand, as they redeem almost altogether through the city banks.

The New Orleans banks, in their returns up to the last Saturday of January, show an increase over the totals for December of \$492,540 in circulation, \$230,313 in other cash liabilities, \$324,312 in loans and discounts, \$585,852 in exchange, and a decrease of \$490,644 in specie, and \$393,353 in deposits.

The receipts for cash duties have fallen off during the last week or two, but previously they had largely increased. The following will show the totals for January at the port of New York:—

CASH DUTIES RECEIVED AT NEW YORK IN JANUARY.

| Year. | Amount. | Year. | Amount. |
|------------|----------------|------------|----------------|
| 1854 | \$4,379,285 32 | 1850 | \$2,948,925 25 |
| 1853 | 3,311,137 37 | 1849 | 1,898,024 12 |
| 1852 | 2,600,562 64 | 1848 | 2,282,638 52 |
| 1851 | 3,511,610 04 | 1847 | 1,422,554 67 |

The receipts of gold from California since January 1st show a slight decline, as compared with the previous year, the rivers in that section having been low, and the local uses for capital having become more various and absorbing. The following will show the deposits and coinage at the Philadelphia and New Orleans mints for the month of January, 1854:—

DEPOSITS FOR JANUARY.

| | NEW ORLEANS MINT. | | PHILADELPHIA MINT. | |
|----------------------|-------------------|-----------|--------------------|-------------|
| | From California. | Total. | From California. | Total. |
| Gold | \$259,641 | \$319,615 | \$4,151,000 | \$4,201,000 |
| Silver | 1,600 | 97,212 | ..... | 108,000 |
| Total deposits | \$261,241 | \$416,827 | \$4,151,000 | \$4,309,000 |

GOLD COINAGE.

| | Pieces. | Value. | Pieces. | Value. |
|--------------------------|---------|-----------|---------|-------------|
| Double eagles ..... | ..... | ..... | 156,850 | \$3,137,000 |
| Eagles | 6,500 | \$65,000 | ..... | ..... |
| Quarter eagles | 44,000 | 110,000 | 32,632 | 81,580 |
| Gold dollars ..... | ..... | ..... | 55,808 | 55,808 |
| Bars ..... | ..... | ..... | ..... | 368,883 |
| Total gold coinage | 50,500 | \$175,000 | 245,290 | \$3,643,271 |

SILVER COINAGE.

| | | | | |
|----------------------------|---------|-----------|-----------|-----------|
| Half dollars | 66,400 | \$332,000 | 408,000 | \$204,000 |
| Quarter dollars | 72,000 | 18,000 | 1,196,000 | 299,600 |
| Dimes ..... | ..... | ..... | 1,040,000 | 104,000 |
| Total silver coinage | 138,400 | \$350,000 | 2,644,000 | \$607,000 |

COPPER COINAGE.

| | Pieces. | Value. | Pieces. | Value. |
|-------------------|---------|-----------|-------------|-------------|
| Cents ..... | ..... | ..... | 162,541 | \$1,525 |
| Half cents ..... | ..... | ..... | 55,360 | 277 |
| | | | 207,901 | \$1,802 |
| Total coinage.... | 188,900 | \$525,000 | \$3,097,191 | \$4,252,073 |

At the close of our last review there were indications that the increase in the imports, noticed throughout last year, had been checked. During the first few days of January there was a falling off in the receipts even at New York, and the invoices known to be on the way were not considered larger than usual; but before the close of the month the increase again commenced, and thus, at the port of New York, the total imports for January were \$6,166,829 greater than for the same month of 1853; \$8,595,702 greater than for January, 1852; and \$4,139,329 greater than for January, 1851. We annex a comparative statement for the years named:—

FOREIGN IMPORTS AT NEW YORK FOR JANUARY.

| | 1851. | 1852. | 1853. | 1854. |
|---------------------------------|--------------|--------------|--------------|--------------|
| Entered for consumption..... | \$12,708,518 | \$8,584,311 | \$11,563,405 | \$15,651,415 |
| Entered for warehousing | 1,611,847 | 1,281,594 | 642,279 | 2,271,956 |
| Free goods | 937,650 | 1,041,456 | 1,202,238 | 1,395,063 |
| Specie | 210,455 | 104,736 | 33,048 | 289,365 |
| Total entered at the port | \$15,468,470 | \$11,012,097 | \$13,440,970 | \$19,607,799 |
| Withdrawn from warehouse..... | 1,024,246 | 1,584,652 | 1,536,365 | 2,889,516 |

There is but little increase in the imports of free goods, and the greatest portion of the excess is in the amount entered directly for consumption. The stock in bond has been reduced, the withdrawals having exceeded the entries, but the business at the warehouse has been very active. Of the increased receipts of foreign merchandise, a much smaller amount than usual is included in the classification of dry goods, the bulk of the increase being in general merchandise:—

FOREIGN MERCHANDISE, EXCLUSIVE OF SPECIE, ENTERED AT NEW YORK FOR THE MONTH OF JANUARY.

| | 1851. | 1852. | 1853. | 1854. |
|---------------------------|--------------|--------------|--------------|--------------|
| Dry goods..... | \$9,372,564 | \$7,927,376 | \$8,564,818 | \$10,232,470 |
| General merchandise | 5,885,451 | 2,979,985 | 4,843,104 | 9,375,329 |
| Total..... | \$15,258,015 | \$10,907,361 | \$13,407,922 | \$19,607,799 |

The business for the coming month will not probably show the same comparative excess, but will hardly be as light as most persons anticipated at the opening of the year. The following will show the classification of the receipts of dry goods:—

IMPORTS OF FOREIGN DRY GOODS AT NEW YORK FOR THE MONTH OF JANUARY.

ENTERED FOR CONSUMPTION.

| | 1851. | 1852. | 1853. | 1854. |
|------------------------------|--------------------|--------------------|--------------------|--------------------|
| Manufactures of wool..... | \$1,600,098 | \$1,306,322 | \$1,614,372 | \$1,671,251 |
| Manufactures of cotton..... | 1,843,441 | 1,308,452 | 1,743,168 | 2,626,816 |
| Manufactures of silk..... | 4,032,002 | 2,970,633 | 3,383,165 | 2,972,981 |
| Manufactures of flax..... | 692,138 | 569,161 | 870,460 | 972,844 |
| Miscellaneous dry goods..... | 540,204 | 451,243 | 478,461 | 631,872 |
| Total..... | \$8,707,883 | \$6,605,811 | \$8,089,626 | \$8,875,764 |

WITHDRAWN FROM WAREHOUSE.

| | 1851. | 1852. | 1853. | 1854. |
|------------------------------------|--------------------|--------------------|--------------------|---------------------|
| Manufactures of wool..... | \$105,827 | \$214,102 | \$117,711 | \$281,406 |
| Manufactures of cotton..... | 254,224 | 280,601 | 165,387 | 443,056 |
| Manufactures of silk..... | 106,370 | 291,886 | 336,582 | 506,483 |
| Manufactures of flax..... | 109,935 | 121,635 | 29,965 | 121,613 |
| Miscellaneous dry goods..... | 53,950 | 22,320 | 75,096 | 34,676 |
| Total..... | \$630,306 | \$930,544 | \$724,741 | \$1,387,234 |
| Add entered for consumption.. | 8,707,883 | 6,605,811 | 8,089,626 | 8,875,764 |
| Total thrown on the market, | \$9,338,189 | \$7,536,355 | \$8,814,367 | \$10,262,998 |

ENTERED FOR WAREHOUSING.

| | 1851. | 1852. | 1853. | 1854. |
|-------------------------------------|--------------------|--------------------|--------------------|---------------------|
| Manufactures of wool..... | \$139,656 | \$184,111 | \$72,951 | \$239,510 |
| Manufactures of cotton..... | 222,412 | 208,856 | 103,491 | 571,470 |
| Manufactures of silk..... | 206,005 | 837,375 | 233,759 | 382,693 |
| Manufactures of flax..... | 54,355 | 66,839 | 11,516 | 154,213 |
| Miscellaneous dry goods..... | 42,253 | 24,402 | 53,475 | 8,820 |
| Total..... | \$664,681 | \$1,321,565 | \$475,192 | \$1,356,706 |
| Add entered for consumption.. | 8,707,883 | 6,605,811 | 8,089,626 | 8,875,764 |
| Total entered at the port... | \$9,372,564 | \$7,927,376 | \$8,564,818 | \$10,232,470 |

Large as the imports have been, however, the rate of increase in the exports has been still greater, the total for January showing a gain of 75 per cent over the corresponding total of last year.

EXPORTS FROM NEW YORK TO FOREIGN PORTS FOR THE MONTH OF JANUARY.

| | 1851. | 1852. | 1853. | 1854. |
|---------------------------------|--------------------|--------------------|--------------------|--------------------|
| Domestic produce..... | \$3,152,744 | \$2,419,296 | \$2,990,624 | \$5,304,203 |
| Foreign merchandise—dutiable... | 422,395 | 358,244 | 265,730 | 469,068 |
| “ free..... | 51,584 | 26,693 | 42,574 | 71,524 |
| Specie..... | 1,266,281 | 2,868,958 | 717,679 | 1,845,682 |
| Total exports..... | \$4,893,004 | \$5,673,191 | \$4,046,607 | \$7,690,477 |
| “ exclusive of specie, | \$3,626,733 | \$2,804,233 | \$3,298,928 | \$5,844,795 |

By the above it will be seen that the total for January, 1854, exclusive of specie, was \$2,545,867 greater than for January, 1853, \$3,040,562 greater than for January, 1852, and \$2,218,062 greater than for January, 1851. This ratio of increase has continued through most of February, and would have been much larger but for the high prices demanded for breadstuffs, and the limited stock to be had on the northern seaboard. The following will show the comparative shipments of certain leading articles of domestic produce from January 1st to February 18th:—

EXPORTS FROM NEW YORK TO FOREIGN PORTS OF CERTAIN LEADING ARTICLES OF DOMESTIC PRODUCE.

| | 1853. | 1854. | | 1853. | 1854. |
|-----------------------|---------|---------|------------------------|---------|-----------|
| Ashes—pots.....bbls | 777 | 670 | Naval stores.....bbls | 36,447 | 59,778 |
| pearls..... | 10 | 175 | Oils—whale.....galls | 7,263 | 12,949 |
| Beeswax.....lbs | 29,954 | 39,806 | sperm..... | 131,083 | 87,033 |
| Breadstuffs— | | | lard..... | 1,326 | 2,515 |
| Wheat flour.....bbls | 188,272 | 277,282 | linseed..... | 1,079 | 317 |
| Rye flour..... | 84 | 2,091 | Provisions— | | |
| Corn meal..... | 7,597 | 14,405 | Pork.....bbls | 6,086 | 9,179 |
| Wheat.....bush | 370,010 | 676,748 | Beef..... | 10,836 | 10,243 |
| Rye..... | | 162,656 | Cut meats.....lbs | 400,038 | 1,423,809 |
| Oats..... | 6,050 | 3,088 | Butter..... | 107,910 | 256,190 |
| Barley..... | | | Cheese..... | 923,853 | 478,591 |
| Corn..... | 94,498 | 610,825 | Lard..... | 991,529 | 1,334,675 |
| Candles—mold....boxes | 10,568 | 9,712 | Rice.....trcs | 2,285 | 6,244 |
| sperm..... | 635 | 665 | Tallow.....lbs | 22,738 | 223,977 |
| Coal.....tons | 2,099 | 3,498 | Tobacco, crude....pkgs | 2,177 | 5,792 |
| Cotton.....bales | 15,965 | 39,328 | Do., manufactured..lbs | 474,132 | 214,565 |
| Hay..... | 797 | 1,153 | Whalebone..... | 166,131 | 128,205 |
| Hops..... | 43 | 103 | | | |

This shows a marked increase in nearly every article embraced in the list, and if long continued at this rate would certainly lead to a return of some of the gold which has been shipped hence to Europe during the last year. There is much diversity of opinion in regard to the scarcity of breadstuffs in Great Britain. That the crop has been very short upon the continent all allow, but many maintain that throughout England large supplies have been kept back in the hands of the farmers, who have been looking for higher rates. Our own opinion is, that the falling off in the crop throughout the United Kingdom has not been overrated, but that the supply needed has been over-estimated, few writers upon this subject taking into account the great falling off in consumption which must be caused by the rapid increase in prices. This may be better realized by looking at the following table of comparative prices, which we have compiled from the quarterly reports of the Registrar General:—

| Quarters Ending | Average price of wheat per quarter in England and Wales. | | Average prices of Meat per lb. at Leadenhall and Newgate markets, (by the carcase.) | | | | | | | |
|-----------------|--|---------|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | | Beef. | | | | Mutton. | | | |
| | 1852. | 1853. | 1852. | 1853. | 1852. | 1853. | 1852. | 1853. | 1852. | 1853. |
| March 31..... | 40s 10d | 45s 7d | 3½d a 5d | 3½d a 5½d | 3½d a 5½d | 4½d a 6½d | 3½d a 5½d | 4½d a 6½d | 3½d a 5½d | 4½d a 6½d |
| | | | Mean 4½d | Mean 4½d | Mean 4½d | Mean 5½d | Mean 4½d | Mean 5½d | Mean 4½d | Mean 5½d |
| June 30..... | 40s 10d | 44s 6d | 3½d a 4½d | 4d a 5½d | 3½d a 5½d | 5d a 6½d | 3½d a 5½d | 5d a 6½d | 3½d a 5½d | 5d a 6½d |
| | | | Mean 4d | Mean 4½ | Mean 4½d | Mean 5½d | Mean 4½d | Mean 5½d | Mean 4½d | Mean 5½d |
| Sept. 30..... | 41s 2d | 51s 10d | 3½d a 5d | 4½d a 6d | 4d a 6d | 5d a 7½d | 4d a 6d | 5d a 7½d | 4d a 6d | 5d a 7½d |
| | | | Mean 4½d | Mean 5½d | Mean 5d | Mean 6½d | Mean 4½d | Mean 5½d | Mean 4½d | Mean 5½d |
| Dec. 31..... | 40s 5d | 69s 10d | 3d a 5d | 4d a 6d | 4½d a 6½d | 4½d a 7d | 4½d a 6½d | 4½d a 7d | 4½d a 6½d | 4½d a 7d |
| | | | Mean 4d | Mean 5d | Mean 5½d | Mean 6½d | Mean 5½d | Mean 6½d | Mean 5½d | Mean 6½d |

Since the date last noticed, that is, the 31st December, the price has further increased. For the last quarter it will be seen that the average price of wheat was 69s. 10d., against 40s. 5d., or an advance of upwards of 70 per cent. The average price of wheat throughout England for the week ending January 28, was 83s. 3d., nearly one hundred per cent above the price for the corresponding week of 1852. It must be evident to any one at all acquainted with the condition of the laboring classes in the United Kingdom that, with such a heavy augmentation in price, the ratio of consumption must be very greatly lessened, and that the supply needed will fall far short of the difference in the crop which has led to the advanced rates.

For the United States Trust Co., New York,

Auburn city stocks 100,000 00

And for sundry incorporated banks, viz:—

| Banks. | Stocks, &c. | Rate of Interest. | Amount. | Total. |
|------------------------------------|-------------------|-------------------|---------|---------|
| Bank of Geneva, (late inc'd) | New York State | 6 per cent. | .... | \$3,000 |
| Bank of Orange County..... | Canal rev'e cert. | 6 " | .... | 20,000 |
| Cayuga County Bank | New York State | 6 " | .... | 22,400 |
| Central Bank, Cherry Valley..... | Canal rev'e cert. | 6 " | .... | 6,000 |
| Greenwich Bank..... | New York State | 5½ " | 1,000 | |
| " | " | 6 " | 3,000 | |
| | | | | 4,000 |
| Seneca County Bank..... | Canal rev'e cert. | 6 " | .... | 3,000 |
| | | | | 58,400 |

RECAPITULATION OF SECURITIES HELD IN TRUST BY THE SUPERINTENDENT OF THE
BANKING DEPARTMENT, DECEMBER 1st, 1853.

| | |
|--|-----------------------|
| For banking associations and bankers | \$24,886,737 30 |
| For incorporated banks..... | 58,400 00 |
| For trust companies..... | 200,000 00 |
| | <hr/> \$25,145,137 30 |

It will be seen from the foregoing statement that the *increase* in circulating notes, issued under the general banking law during the past year amounts to very nearly five millions of dollars, and that the whole amount of notes of this character now in circulation in this State is but little short of twenty-five millions of dollars.

The only security of the bill holders, say the committee, for this vast amount, are the trust deposits in the hands of the superintendent of this department, for their redemption. A trust of this magnitude should be guarded with jealous care; indeed, it seems impossible to throw around so vast a trust-fund too many checks and safeguards.

From a very careful examination of all the stock securities, as well as of the bonds and mortgages, deposited in this department, the committee are satisfied that they have all been correctly entered and credited to the various banks making the same, and that they are with few exceptions, a safe basis for the issues for which they have been deposited.

While the committee entertain the fullest confidence in the safety of the present system of free banking, they cannot give their assent either to the justice or propriety of engrafting upon it the expiring elements of the old system. The notes of the safety-fund banks, during the continuance of their charters, and while the fund for their contingent redemption remains good, are doubtless as safe issues as were ever authorized by law. The danger and the injustice to which we allude, consists in allowing them to continue their business as bankers, under the "free system," after the expiration of their charters, on their depositing in this department ten thousand dollars, and without compelling them first to call in and cancel their old notes. It seems to be unjust towards the new associations, to compel *them* to deposit securities equal in amount to their circulating notes, while *these* are permitted on the pledge of ten thousand dollars to add a like amount to the one, two, three, and even in some instances, four hundred thousand dollars amount of notes already in circulation, and eminently unsafe to permit the indefinitely continued circulation of these excessive bank issues, upon only ten thousand dollars security. Common prudence demands that a danger of this magnitude should be seasonably guarded against.

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**A BAKERS' BANK IN FRANCE.**

Among the new features of the French money market, is the decree organizing the Bakers' Bank. The bank is to be governed by a director, under the control of the Prefect of the Seine—the director to be appointed by the Minister of Agriculture, Commerce, and Public Works. The object is to extend facilities to the bakers, who



will be entitled to a credit to the extent of his stock on hand. M. De Montulle is named as director or manager, assisted by Count d'Argout, Governor of the Bank of France, M. M. Guillemet, director-general of the caisse d'amortissement, Andouille, director of the financial operations at the Ministry of Finance, Ledayre, president of the Tribunal of Commerce, Germain Thibaut, vice-president of the Chamber of Commerce, and Billaut, the syndic of the Agens de Change of Paris, as members of the consultative committee.

### CONDITION OF THE BANKS OF NEW ORLEANS.

STATEMENT OF THE NEW ORLEANS BANKS, CONDENSED FROM THE OFFICIAL REPORT OF THE BOARD OF CURRENCY, FOR THE MONTH ENDING NOV. 26.

#### CASH LIABILITIES.

| Banks.                      | Circulation. | Deposits.    | Other cash liabilities. | Total cash liabilities. |
|-----------------------------|--------------|--------------|-------------------------|-------------------------|
| Citizens' .....             | \$690,810    | \$1,108,617  | .....                   | \$1,799,427             |
| Canal .....                 | 1,788,352    | 1,322,295    | 448,143                 | 3,569,751               |
| Louisiana .....             | 1,572,399    | 3,049,171    | 400,981                 | 5,022,551               |
| Louisiana State .....       | 1,698,520    | 3,467,799    | *563,374                | 5,729,692               |
| Mechanics' & Traders' ..... | .....        | 1,581,598    | 253,813                 | 1,835,411               |
| New Orleans .....           | 152,770      | 734,113      | 8,014                   | 894,897                 |
|                             | \$5,902,851  | \$11,263,672 | \$1,674,325             | \$18,851,729            |

#### CASH ASSETS.

| Banks.                 | Specie.   | Loans due within 90 days. | Exchange, etc. | Other cash assets. | Total cash assets. |
|------------------------|-----------|---------------------------|----------------|--------------------|--------------------|
| Citizens' .....        | \$857,305 | \$1,572,166               | .....          | .....              | \$2,429,471        |
| Canal .....            | 1,275,691 | 3,920,270                 | 621,664        | .....              | 6,817,625          |
| Louisiana .....        | 1,804,026 | 3,850,471                 | 702,669        | †1,200,000         | 7,557,167          |
| Louisiana State .....  | 1,992,745 | 3,667,183                 | 71,334         | ‡944,000           | 6,675,261          |
| Mech. & Traders' ..... | 867,507   | **1,803,525               | .....          | ‡152,000           | 2,823,032          |
| New Orleans .....      | 331,120   | 749,716                   | 45,389         | \$170,000          | 1,296,225          |
|                        | 7,128,394 | 15,563,331                | 1,441,056      | 2,466,010          | 26,598,781         |

#### COMPARISON WITH OCTOBER'S RETURNS.

| Banks.                 | Circulation. | Deposits.      | Other cash liabilities. | Total cash liabilities. |
|------------------------|--------------|----------------|-------------------------|-------------------------|
| Citizens' .....        | Inc. 388,845 | Inc. 345,857   | .....                   | Inc. 734,502            |
| Canal .....            | Dc. 45,768   | Inc. 58,143    | Inc. 61,748             | Inc. 85,033             |
| Louisiana .....        | Dc. 41,615   | Inc. 58,506    | Inc. 83,047             | Inc. 99,938             |
| Louisiana State .....  | Dc. 104,490  | Inc. 192,337   | Dc. 61,857              | Inc. 26,260             |
| Mech. & Traders' ..... | .....        | Inc. 105,315   | Inc. 253,813            | Inc. 359,128            |
| New Orleans .....      | Inc. 88,710  | Inc. 295,708   | Inc. 7,374              | Inc. 391,792            |
| Net .....              | Inc. 285,482 | Inc. 1,055,866 | Inc. 344,125            | Inc. 1,696,653          |

| Banks.                 | Specie.      | Loans, etc.    | Exchange, etc. | Other cash assets. | Total cash assets. |
|------------------------|--------------|----------------|----------------|--------------------|--------------------|
| Citizens' .....        | Inc. 228,110 | Inc. 576,764   | .....          | .....              | Inc. 804,874       |
| Canal .....            | Dc. 264,970  | Inc. 251,513   | Inc. 500,096   | .....              | Inc. 486,639       |
| Louisiana .....        | Dc. 118,873  | Dc. 83,576     | Inc. 431,609   | .....              | Inc. 229,161       |
| Louisiana State .....  | Inc. 107,538 | Inc. 15,847    | Inc. 52,773    | .....              | Inc. 176,157       |
| Mech. & Traders' ..... | Inc. 289,858 | Inc. 169,776   | Dc. 114,272    | .....              | Inc. 345,362       |
| New Orleans .....      | Inc. 161,810 | Inc. 263,084   | Dc. 50,356     | Inc. 170,000       | Inc. 544,538       |
| Net .....              | Inc. 403,473 | Inc. 1,193,408 | Inc. 819,850   | Inc. 170,000       | Inc. 2,586,731     |

\* \$302,510 of Branch Checks. † Stocks of the bank purchased from the State. ‡ City bonds.  
 † City bonds. § City bonds. \*\* 32,000 on local bank stocks, and 1,721,525 on personal securities.

## DIVIDENDS OF BANKS IN THE CITY OF NEW YORK.

The following table shows the semi-annual dividends declared by the several banks in the city of New York for the years 1852 and 1853, and the months in which the dividends are payable:—

|                                      | Dividends. |    |       |    | Dividend Months. |
|--------------------------------------|------------|----|-------|----|------------------|
|                                      | 1852.      |    | 1853. |    |                  |
| American Exchange Bank .....         | 5          | 5  | 5     | 5  | May, November.   |
| Atlantic Bank .....                  | .          | .  | .     | .  | Not fixed.       |
| Bank of America .....                | 4          | 4  | 4     | 4  | January, July.   |
| Bank of Commerce .....               | 4          | 4  | 4     | 4  | " "              |
| Bank of Commonwealth .....           | .          | .  | .     | .  | New.             |
| Bank of New York .....               | 5          | 5  | 5     | 5  | January, July.   |
| Bank of North America .....          | 3½         | 3½ | 3½    | 3½ | " "              |
| Bank of the State of New York .....  | 4          | 4  | 4     | 4  | May, November.   |
| Bank of the Republic .....           | 3½         | 4  | 4     | 4  | February, Aug.   |
| Bank of the Union .....              | .          | .  | .     | .  | New.             |
| Bowery Bank .....                    | 4          | 4  | 4     | 4  | May, November.   |
| Broadway Bank .....                  | 4          | 4  | 4     | 4  | " "              |
| Butchers and Drovers' Bank .....     | 5          | 5  | 5     | 5  | January, July.   |
| Central Bank .....                   | new.       | .  | .     | .  | " "              |
| Chatham Bank .....                   | 4          | 4  | 4     | 4  | May, November.   |
| Chemical Bank .....                  | 6          | 6  | 6     | 6  | January, July.   |
| Citizens' Bank .....                 | 4          | 4  | 4     | 4  | Feb., August.    |
| City Bank .....                      | 5          | 5  | 5     | 5  | May, November.   |
| Continental Bank .....               | new.       | .  | .     | .  | January, July.   |
| Corn Exchange Bank .....             | new.       | .  | .     | .  | Feb., August.    |
| East River Bank .....                | new.       | .  | 3½    | 3½ | January, July.   |
| Empire City Bank .....               | .          | .  | 3½    | 3½ | " "              |
| Fulton Bank .....                    | 5          | 5  | 5     | 5  | May, November.   |
| Greenwich Bank .....                 | 5          | 5  | 5     | 5  | " "              |
| Grocers' Bank .....                  | new.       | 3½ | 3½    | 3½ | January, July.   |
| Hanover Bank .....                   | 3½         | 4  | 4     | .  | " "              |
| Irving Bank .....                    | 3½         | 3½ | 3½    | 3½ | " "              |
| Island City Bank .....               | .          | .  | .     | .  | New.             |
| Koickerbocker Bank .....             | new.       | 4  | 4     | 4  | January, July.   |
| Leather Manufacturers' Bank .....    | 5          | 5  | 5     | 5  | Feb., August.    |
| Manhattan Bank .....                 | 4          | 4  | 4     | 4  | " "              |
| Marine Bank .....                    | .          | .  | new.  | .  | " "              |
| Market Bank .....                    | .          | .  | .     | 4  | January, July.   |
| Mechanics' Bank .....                | 5          | 5  | 5     | 5  | May, November.   |
| Mechanics' Banking Association ..... | 4          | 4  | 4     | 4  | " "              |
| Mechanics and Traders' Bank .....    | 6          | 6  | 6     | 7  | " "              |
| Mercantile Bank .....                | 5          | 5  | 5     | 5  | January, July.   |
| Merchants' Bank .....                | 5          | 5  | 5     | 5  | June, Decemb'r.  |
| Merchants' Exchange Bank .....       | 4          | 4  | 4     | 4  | January, July.   |
| Metropolitan Bank .....              | 4          | 4  | 4     | 4  | " "              |
| National Bank .....                  | 5          | 5  | 5     | 5  | April, October.  |
| Nassau Bank .....                    | .          | .  | new.  | 4  | January, July.   |
| North River Bank .....               | 5          | 5  | 5     | 5  | " "              |
| New York Dry Dock Bank .....         | 4          | 4  | 4     | 4  | " "              |
| New York Exchange Bank .....         | 5          | 4  | 4     | 4  | " "              |
| Ocean Bank .....                     | 4          | 4  | 4     | 4  | " "              |
| Oriental Bank .....                  | .          | .  | .     | .  | New.             |
| Pacific Bank .....                   | 4          | 4  | 4     | 4  | January, July.   |
| People's Bank .....                  | 3½         | 3½ | 3½    | 3½ | " "              |
| Phenix Bank .....                    | 4½         | 4½ | 4½    | 4½ | " "              |
| Seventh Ward Bank .....              | 4½         | 4½ | 4½    | 4½ | " "              |
| Shoe and Leather Bank .....          | .          | .  | .     | 4  | April, October.  |
| St. Nicholas Bank .....              | .          | .  | new.  | .  | Feb., August.    |
| Suffolk Bank .....                   | .          | .  | new.  | .  | January, July.   |
| Tradesmen's Bank .....               | 7½         | 7½ | 7½    | 7½ | " "              |
| Union Bank .....                     | 5          | 5  | 5     | .  | May, November.   |

The following dividends were declared and payable in January, 1854 :—

|                                  |    |                                       |    |
|----------------------------------|----|---------------------------------------|----|
| Bank of America .....            | 4  | Mercantile Bank .....                 | 5  |
| Bank of Commerce .....           | 4  | Merchants' Exchange Bank .....        | 4  |
| Bank of New York .....           | 4  | Metropolitan Bank .....               | 4  |
| Bank of North America .....      | 3½ | Nassau Bank .....                     | 4  |
| Butchers and Drovers' Bank ..... | 5  | North River Bank .....                | 5  |
| Central Bank .....               | 3½ | N. Y. Dry Dock Bank .....             | 4  |
| Chemical Bank .....              | 6  | New York Exchange Bank .....          | 4  |
| Continental Bank .....           | 4  | Ocean Bank .....                      | 3½ |
| East River Bank .....            | 4  | Pacific Bank .....                    | 4  |
| Empire City Bank .....           | 3½ | People's Bank .....                   | 3½ |
| Grocers' Bank .....              | 3½ | Phenix Bank (final) .....             | 15 |
| Hanover Bank .....               | .. | Seventh Ward Bank .....               | 4½ |
| Irving Bank .....                | 3½ | Suffolk Bank .....                    | .. |
| Knickerbocker Bank .....         | 3½ | Tradesmen's Bank (per sh. of \$40) .. | 3  |
| Market Bank .....                | 4  |                                       |    |

### NEW YORK STOCK MARKET IN 1853.

The following table shows the price of certain stocks in the New York market on the first of each month during the year 1853. It is published in the *Merchants' Magazine* for present and future reference :—

| STOCKS.                                  | Jan. 1. | Feb. 1. | Mar. 1. | Apr. 1. | May 1. | June 1. |
|------------------------------------------|---------|---------|---------|---------|--------|---------|
| United States six per cents, 1868 .....  | 119½    | 120½    | 120½    | 120½    | 119½   | 120     |
| Ohio six per cents, 1860 .....           | 109½    | 110     | 108½    | 108½    | 108    | 109     |
| Pennsylvania State fives, coupon .....   | 99½     | 105½    | 104½    | 104     | 104    | 100     |
| Kentucky six per cents, 1871 .....       | 112½    | 111     | 109½    | 108     | 109    | 110½    |
| Indiana five per cents .....             | 102     | 101½    | 99      | 97½     | 98     | 98      |
| Erie Railroad sevens, 1868 .....         | 115½    | 115½    | 117     | 118½    | 116    | 117½    |
| " " " 1859 .....                         | 107½    | 111     | 107½    | 106     | 108½   | 109     |
| Erie Income Bonds, 1855 .....            | 101½    | 98½     | 97½     | 97½     | 99½    | 99½     |
| Erie Convertible sevens, 1871 .....      | 101½    | 98½     | 97½     | 94½     | 88½    | 99½     |
| Hudson River sevens .....                | 109½    | 106½    | 105½    | 106½    | 107½   | 108½    |
| Hudson River Second Mortgage .....       | 100½    | 100     | 98½     | 99      | 101    | 103     |
| Southern Michigan Railroad Bonds .....   | 100     | 101½    | 101½    | 101½    | 102    | 103½    |
| Ocean Bank, New York .....               | 106½    | 103½    | 103½    | 102½    | 102½   | 105     |
| Mechanics' Bank, New York .....          | 130½    | 131½    | 135     | 131     | 133    | 137     |
| Bank of Commerce, New York .....         | 112½    | 108½    | 108½    | 107½    | 108    | 109½    |
| Bank of America, New York .....          | 120     | 110½    | 108½    | 110½    | 110½   | 114½    |
| Bank of State of New York .....          | 108     | 109½    | 108½    | 108     | 109    | 107½    |
| Delaware and Hudson Canal Co. ....       | 130     | 126     | 125     | 120     | 125½   | 125½    |
| Canton Company, Baltimore .....          | 116     | 119     | 123½    | 29½     | 32     | 31      |
| Farmers' Loan and Trust Co. ....         | 107     | 105½    | 104½    | 104     | 108    | 109     |
| Morris Canal Co .....                    | 21½     | 21½     | 21½     | 21½     | 23     | 22½     |
| Erie Railroad shares .....               | 93      | 90½     | 87½     | 85      | 90     | 88½     |
| Hudson River Railroad shares .....       | 75½     | 70      | 66½     | 63½     | 72½    | 73½     |
| Reading Railroad shares .....            | 93      | 85      | 91      | 89      | 91     | 88½     |
| New York and N. Haven Railroad shares .. | 115½    | 116     | 111     | 110½    | 112    | 107½    |
| Norwich and Worcester Railroad shares .. | 53      | 51      | 51½     | 53½     | 57½    | 57½     |
| Harlem Railroad shares .....             | 73      | 70      | 67½     | 66½     | 65½    | 65      |
| Michigan Central Railroad shares .....   | 105     | 106½    | 107½    | 107½    | 114½   | 117     |
| Michigan Southern Railroad shares .....  | 125½    | 125     | 125     | 125     | 131    | 135     |
| New York Central Railroad shares .....   | ...     | ...     | ...     | ...     | ...    | ...     |
| " " " bonds .....                        | ...     | ...     | ...     | ...     | ...    | ...     |
| Panama Railroad shares .....             | 140     | 134½    | 132½    | 125     | 120    | 120½    |
| Long Island Railroad shares .....        | 31½     | 38½     | 37½     | 39      | 39½    | 37½     |
| Stonington Railroad shares .....         | 57½     | 57½     | 56½     | 57½     | 56½    | 56½     |
| Cumberland Coal Co .....                 | 66½     | 66      | 56      | 54      | 50½    | 51      |
| Parker Vein Coal Co .....                | 67      | 75½     | 40      | 36½     | 34     | 32½     |
| Nicaragua Transit Co .....               | 36      | 36½     | 34½     | 31½     | 33½    | 32      |
| Sixth Avenue Railroad .....              | ...     | 120     | 119     | 120     | 117½   | 116½    |

| STOCKS.                                    | July 1. | Aug. 1. | Sep. 1. | Oct. 1. | Nov. 1. | Dec. 31. |
|--------------------------------------------|---------|---------|---------|---------|---------|----------|
| United States six per cents, 1868.....     | 121½    | 121½    | 122½    | 122½    | 128     | 120½     |
| Ohio six per cents, 1860.....              | 107½    | 107½    | 107½    | 107½    | 105     | 105½     |
| Pennsylvania State fives, coupon.....      | 101     | 101     | 100     | 100     | 99      | 92½      |
| Kentucky six per cents, 1871.....          | 111½    | 107½    | 106     | 106½    | 102     | 106½     |
| Indiana five per cents.....                | 98½     | 98½     | 98      | 99      | 97      | 98       |
| Erie Railroad sevens, 1868.....            | 114     | 117     | 115½    | 115½    | 110     | 114      |
| " " " 1859.....                            | 108½    | 107     | 103½    | 103½    | 99      | 106½     |
| Erie Income Bonds, 1855.....               | 100     | 96      | 95      | 95½     | 93      | 97       |
| Erie Convertible Sevens, 1871.....         | 98½     | 96      | 92      | 91½     | 87      | 92½      |
| Hudson River sevens.....                   | 108     | 105½    | 105     | 105     | 102     | 103½     |
| Hudson River Second Mortgage.....          | 100½    | 101½    | 100     | 100     | 95½     | 98       |
| Southern Michigan Railroad Bonds.....      | 105½    | 104½    | 104     | 102½    | 99      | 98       |
| Ocean Bank, New York.....                  | 102½    | 102     | 100     | 99½     | 96      | 95       |
| Mechanics' Bank, New York.....             | 141     | 140     | 141     | 139½    | 131     | 132      |
| Bank of Commerce, New York.....            | 107½    | 109     | 107     | 106½    | 101½    | 104½     |
| Bank of America, New York.....             | 113     | 113½    | 113     | 114½    | 114     | 116½     |
| Bank of State of New York.....             | 110½    | 109     | 109½    | 108½    | 104     | 106      |
| Delaware and Hudson Canal Co.....          | 120½    | 120     | 118     | 118½    | 104½    | 104½     |
| Canton Company, Baltimore.....             | 29½     | 29      | 28½     | 28½     | 24½     | 26½      |
| Farmers' Loan and Trust Co.....            | 110½    | 109     | 108     | 106     | 101     | 102      |
| Morris Canal Co.....                       | 20½     | 19½     | 18½     | 16½     | 14      | 15½      |
| Erie Railroad shares.....                  | 80      | 77½     | 74½     | 77½     | 73½     | ...      |
| Hudson River Railroad shares.....          | 72½     | 71½     | 68½     | 70½     | 65      | 67½      |
| Reading Railroad shares.....               | 92½     | 87½     | 84      | 82½     | 72      | 79½      |
| New York and N. Haven Railroad shares..... | 107½    | 103½    | 105½    | 104     | 96      | 101      |
| Norwich and Worcester Railroad shares..    | 56½     | 53½     | 53½     | 53½     | 51½     | 60       |
| Harlem Railroad shares.....                | 65      | 61½     | 56      | 58      | 51½     | 55½      |
| Michigan Central Railroad shares.....      | 116½    | 110     | 110½    | 111½    | 106½    | 109      |
| Michigan Southern Railroad shares.....     | 144     | 125     | 125     | 121     | 116     | 129      |
| New York Central Railroad shares.....      | 122     | 116½    | 115     | 114½    | 110     | 113½     |
| " " " bonds.....                           | ...     | ...     | ...     | 94      | 92½     | 92½      |
| Panama Railroad shares.....                | 122½    | 115     | 108     | 95      | 87      | 96       |
| Long Island Railroad shares.....           | 35½     | 35½     | 32      | 31      | 27½     | 30½      |
| Stonington Railroad shares.....            | 56½     | 58½     | 62      | 63      | 61      | 65½      |
| Cumberland Coal Co.....                    | 48½     | 38½     | 42      | 37½     | 34½     | 35½      |
| Parker Vein Coal Co.....                   | 32½     | 20½     | 19      | 18½     | 10½     | 7½       |
| Nicaragua Transit Co.....                  | 29½     | 26½     | 23½     | 24½     | 22      | 27½      |
| Sixth Avenue Railroad Co.....              | 118     | 116     | 109½    | 105     | 99      | 98       |

## CONDITION OF BANKS IN UNITED STATES.

The *Economist* has compiled, from bank reports made nearest January, 1854, the subjoined items:—

## BANKS OF THE UNION—REPORTS NEAREST TO JANUARY, 1854.

|                          | Loans.      | Specie.     | Circulation. | Deposits.  | Circulation Jan., 1853. |
|--------------------------|-------------|-------------|--------------|------------|-------------------------|
| Vermont, Sept.....       | \$6,685,594 | \$1,188,548 | \$4,794,819  | \$757,821  | \$3,779,131             |
| New Hampshire, Sept..... | 6,396,900   | 178,502     | 2,950,665    | 899,739    | 2,625,707               |
| Massachusetts, Oct....   | 87,189,127  | 3,731,764   | 30,402,502   | 18,434,252 | 21,172,360              |
| Rhode Island, Sept....   | 22,844,909  | 359,699     | 4,895,599    | 2,184,281  | 3,322,318               |
| New York, Sept.....      | 123,740,810 | 12,909,359  | 32,427,022   | 77,167,075 | 33,416,130              |
| N. Jersey, Jan. 1854.... | 10,371,000  | 1,032,000   | 4,282,006    | 3,821,000  | 3,893,825               |
| Ohio, Nov.....           | 17,584,058  | 2,356,451   | 10,717,380   | 6,787,046  | 11,273,210              |
| Indiana, Nov. 1.....     | 5,037,394   | 1,377,804   | 3,949,280    | 650,699    | 3,720,220               |
| Michigan, Jan. 1.....    | 1,235,053   | 282,334     | 899,927      | 1,059,807  | 861,140                 |
| Wisconsin.....           | 1,065,376   | 182,282     | 578,721      | 485,121    | ....                    |
| Kentucky.....            | ....        | ....        | 13,299,001   | ....       | 8,889,101               |
| Virginia, Oct.....       | 23,044,000  | 3,556,000   | 12,760,000   | 5,908,000  | 12,020,373              |
| Maryland, Jan. 1.....    | 14,969,213  | 2,848,708   | 2,956,532    | 6,962,529  | 3,328,058               |
| Missouri, Jan. 1.....    | 3,912,462   | 937,835     | 2,487,530    | 1,312,510  | 2,427,720               |
| New Orleans, Jan. 1..    | 19,788,516  | 7,462,245   | 6,916,054    | 11,750,064 | 6,764,196               |
| Bank of Mobile, Nov..    | 2,191,902   | 657,370     | 1,739,646    | 516,012    | ....                    |

\$135,835,479

\$117,493,489



## SAVINGS BANKS IN MASSACHUSETTS.

We have received from the State Department an "Abstract exhibiting the condition of the Institutions for Savings, in Massachusetts, on the last Saturday in October, 1853," as prepared from official returns by Ephraim M. Wright, Secretary of the Commonwealth. We give the aggregate of sixty Savings Banks, compared with the fifty-three of the previous year, (1852,) as follows:—

|                                                                              | 1853.           | 1852.           |
|------------------------------------------------------------------------------|-----------------|-----------------|
| Number of depositors.....                                                    | 117,404         | 97,353          |
| Amount of deposits.....                                                      | \$23,370,102 33 | \$18,401,307 86 |
| Public funds.....                                                            | 861,646 54      | 1,176,917 29    |
| Loans on public funds.....                                                   | 1,000 00        | 7,650 00        |
| Bank stock.....                                                              | 5,398,253 40    | 3,555,296 96    |
| Loans on bank stock.....                                                     | 712,075 00      | 550,704 00      |
| Deposits in banks, bearing interest.....                                     | 440,982 59      | 288,748 23      |
| Railroad stock.....                                                          | 130,621 25      | 145,739 25      |
| Loans on railroad stock.....                                                 | 239,377 10      | 261,468 30      |
| Invested in real estate.....                                                 | 106,896 11      | 102,401 65      |
| Loans in mortgage of real estate.....                                        | 7,262,306 48    | 5,616,479 18    |
| Loans to county or town.....                                                 | 3,152,694 29    | 2,012,249 95    |
| Loans on personal security.....                                              | 6,392,800 07    | 5,023,417 62    |
| Cash on hand.....                                                            | 311,532 10      | 388,058 65      |
| Rate dividend for 1853.....a fraction over                                   | 4 77-100        | 4 69-100        |
| Amount of dividend.....                                                      | 848,107 78      | 1,033,236 95    |
| Average annual per cent of dividends, of last five years.....a fraction over | 6 71-100        | 6 49-100        |
| Annual expenses of the institutions.....                                     | 59,071 27       | 49,380 02       |

## DECIMAL COINAGE IN GREAT BRITAIN.

Dr. R. SHELTON MACKENZIE, the London correspondent of the *Sunday Times*, writes thus of the progress of the decimal coinage movement in England:—

The movement in favor of a decimal coinage is getting strength as it advances. In a short time, probably within the present year, the tangled system now in vogue will be changed. All the present gold and silver coinage can be used. At present the pound sterling, (represented by the gold piece called a sovereign,) consists of 240 pence, or 480 cents. The value, under the new system, would be 250 pence, or 500 halfpence, or cents, and 1,000 farthings, which coin, as then representing the thousandth part of the pound, (to be taken as the unit,) will be called a *mill*. Thus the sovereign will consist of 1,000 mills; the half-sovereign of 500; the crown of 250; the half-crown of 125; the florin, (or two shilling piece, equal to your half dollar,) of 100 mills; the shilling of 50; and the sixpence of 25. The half-crown, fourpenny and threepenny silver pieces will have to be withdrawn, and 20 and 10 mill pieces, (equivalent to your dimes and semi-dimes,) to replace them. The whole change can thus be made by taking the sovereign as the unit. In reply to a charge that the old coinage must be withdrawn, the parliament committee say: "That is quite a mistake. If the mills are marked on all new silver coinage as issued, as the committee recommends, and pass for exactly the amount as that now in circulation, none of the present silver coinage need be withdrawn until worn out—its remaining in circulation would at once show the least intelligent person that there was no difference in value between the old and the new. The copper coinage would have to be changed, and one, two, and five mill pieces substituted. It does not matter whether the smallest coin be called a farthing or a mill. What's in a name?"

The new mill or farthing is four per cent less than our present farthing, but with reference to the gold and silver coinage this difference is compensated by getting 25 mill pieces for a sixpence in place of 24 farthings, and 50 for a shilling in place of 48 farthings, which is a very trifling disturbance, and will be far outweighed by the advantages arising from the adoption of a pure decimal currency. After all, so great is John Bull's antipathy to the suspicion of imitating Uncle Sam, there will be no computation, in this country, by dollars and cents, which readily could be by calling our florin a half-dollar, and estimating it at 50 cents like yours.

## PROPERTY AND TAXES OF NEW ORLEANS IN 1853.

Mr. Francis Turner, the assessor of the first district of the Parish of Orleans, has furnished the subjoined abstract of the assessment of the Parish for 1853, and of the taxes imposed for the same year:—

## AN ABSTRACT OF THE ASSESSMENT OF THE PARISH OF ORLEANS, AFTER OBJECTIONS AND CORRECTIONS HAVE BEEN MADE, FOR 1853.

| Rep. Districts.  | Real Estate. | Negroes.  | Capital.   | Licenses. |
|------------------|--------------|-----------|------------|-----------|
| First.....       | 5,653,260    | 680,000   | 313,155    | 6,475     |
| Second.....      | 7,251,415    | 676,150   | 536,360    | 9,730     |
| Third.....       | 20,157,175   | 537,750   | 6,882,030  | 76,235    |
| Fourth.....      | 9,150,730    | 376,800   | 2,630,800  | 24,115    |
| Fifth.....       | 6,886,340    | 551,900   | 851,100    | 16,960    |
| Sixth.....       | 4,356,760    | 549,900   | 492,600    | 7,980     |
| Seventh.....     | 2,538,615    | 255,800   | 317,800    | 6,990     |
| Eighth.....      | 1,669,175    | 117,400   | 406,900    | 3,670     |
| Ninth.....       | 1,880,790    | 234,100   | 266,050    | 3,710     |
| Tenth.....       | 6,806,000    | 362,500   | 198,700    | 7,250     |
| Real Estate..... | 66,350,260   | 4,342,300 | 12,895,495 | 163,115   |
| Negroes.....     | 4,342,300    |           |            |           |
| Capital.....     | 12,895,495   |           |            |           |

Total..... \$83,588,055

|                                              |              |
|----------------------------------------------|--------------|
| State tax, 16½ per \$100 .....               | \$139,313 42 |
| Mill tax, for support of public schools..... | 83,578 05    |
| State licenses .....                         | 163,115 00   |
| Poll tax for support of public schools.....  | 9,709 00     |
| Total.....                                   | \$395,725 47 |

## CITY TAXES, ETC.

|                                               |                |
|-----------------------------------------------|----------------|
| Jackson Railroad Company, 50c. per \$100..... | \$331,751 30   |
| Opelousas " " 33½ " .....                     | 221,167 53     |
| Consolidated debt, 105c. per \$100.....       | 696,677 73     |
| Current expenses, 75c. per \$100 .....        | 530,194 20     |
| Total.....                                    | \$1,779,790 76 |

In comparing the above statement with the returns of last year, it will be observed that the increase of taxable property in the Parish of Orleans is \$6,025,925, viz:—

Real Estate... \$3,440,785 | Slaves..... \$383,100 | Capital..... \$2,202,040

This increase is only nine districts, the tenth, Lafayette, is unknown.

## INCREASE OF TAXABLE PROPERTY OF TEXAS.

The taxable property throughout the State of Texas has increased in value for the last eight years, but more especially for the past three years. The increase in this period has been at a rate seldom known, being almost 100 per cent, affording unmistakable evidence of the prosperity and growth of the country. The following table presents the aggregate property for each of the last eight consecutive years, commencing with 1846 and terminating with 1853, with the increase per cent for each year:—

|            | Aggregate taxable property. | Increase of taxable property. | Increase per cent. |
|------------|-----------------------------|-------------------------------|--------------------|
| 1846 ..... | \$34,391,175                | .....                         | ..                 |
| 1847 ..... | 37,563,505                  | \$3,171,330                   | 8½                 |
| 1848 ..... | 43,812,537                  | 6,250,032                     | 16½                |
| 1849 ..... | 46,241,589                  | 2,429,052                     | 5½                 |
| 1850 ..... | 51,814,615                  | 5,573,026                     | 12 2-5             |
| 1851 ..... | 69,739,581                  | 17,924,966                    | 33½                |
| 1852 ..... | 80,754,094                  | 11,014,513                    | 16½                |
| 1853 ..... | 99,155,114                  | 18,401,020                    | 23                 |

## MONTREAL STOCK MARKET IN 1853.

Under our head of "Commercial Statistics" we have given some important particulars of the trade and Commerce of the port of Montreal, up to January 5th, 1854. Below we publish a statement of the value of stocks, and the last dividends made by the several corporations, as follows:—

| Stocks.                                            | Dec.      | Paid up.<br>£ s. | Div.<br>6 mos. |
|----------------------------------------------------|-----------|------------------|----------------|
| Bank of Montreal, 1852.....                        | No report | 50 0             | ..             |
| " " 1853.....                                      | 24½ prem. | .....            | 3½*            |
| Bank of British North America, 1852.....           | No report | 50 stg.          | ..             |
| " " 1853.....                                      | 16½ prem. | .....            | 3*             |
| Commercial Bank, 1852.....                         | .....     | 25 cy.           | ..             |
| " " 1853.....                                      | 15½ prem. | .....            | 3½*            |
| City Bank, 1852.....                               | .....     | 18 15            | ..             |
| " " 1853.....                                      | 10½ prem. | .....            | 3*             |
| Bank of Upper Canada, 1852.....                    | .....     | 12 10            | ..             |
| " " 1853.....                                      | None.     | .....            | 3½*            |
| Banque du Peuple, 1852.....                        | .....     | 12 10            | ..             |
| " " 1853.....                                      | 1 prem.   | .....            | 3*             |
| Montreal Mining Consuls, 1852.....                 | .....     | 2 10             | ..             |
| " " 1853.....                                      | 60s.      | .....            | 5s†            |
| Champlain and St. Lawrence Railroad, 1852.....     | .....     | .....            | None           |
| " " 1853.....                                      | 25 dis.   | 50 0             | ..             |
| St. Lawrence and Atlantic Railroad, 1852.....      | .....     | .....            | ..             |
| " " 1853.....                                      | 28 dis.   | .....            | 3*             |
| Montreal and Lachine Railroad, 1852.....           | .....     | 50 0             | ..             |
| " " 1853.....                                      | 40 dis.   | .....            | 1*             |
| Montreal Telegraph Company, 1852.....              | 40 dis.   | 10 0             | ..             |
| " " 1853.....                                      | 25 prem.  | .....            | 4*             |
| Montreal Gas Company Stock, 1852.....              | .....     | 12 10            | ..             |
| " " 1853.....                                      | None.     | .....            | 2*             |
| Champlain and St. Lawrence Railroad Bonds, 1852... | .....     | 100 0            | 3½*            |

Those marked thus (\*), per cent; and those thus (†), per share.

## THE FREE BANKS IN WISCONSIN.

The report of the Controller of the State of Wisconsin shows that there are ten banks, organized under the general banking law of that State, and in operation. The condition of the whole, together, shows as follows:—

## RESOURCES.

|                                                           |                |                                     |                |
|-----------------------------------------------------------|----------------|-------------------------------------|----------------|
| Loans and discounts, except to directors and brokers..... | \$1,065,376 72 | Cash items.....                     | \$20,136 80    |
| Due from directors.....                                   | 35,066 83      | Real estate.....                    | 8,461 52       |
| Due from brokers.....                                     | 26,156 77      | Loss and expense account.....       | 17,190 09      |
| Over drafts.....                                          | 8,466 15       | Bills of solvent banks on hand..... | 154,154 25     |
| Stocks.....                                               | 578,721 11     | Bills of suspended banks.....       | 340 00         |
| Promissory notes, not loans and discounts.....            | 27,000 00      | Due from banks.....                 | 325,946 04     |
| Specie.....                                               | 182,482 81     | Total.....                          | \$2,450,499 09 |

## LIABILITIES.

|                                      |              |                                  |                |
|--------------------------------------|--------------|----------------------------------|----------------|
| Capital.....                         | \$600,000 00 | Due to depositors on demand..... | 654,048 10     |
| Registered notes in circulation..... | 485,121 00   | Due to all others.....           | 710,954 99     |
| Due to State Treasurer...            | 376 00       | Total.....                       | \$2,450,499 08 |

In addition to the above, the Controller informs the Legislature that the following banks have gone into operation, or will do so shortly: Oshkosh City Bank, capital

\$50,000, and has taken out a circulation of \$25,000; City Bank of Racine, capital \$50,000; Racine County Bank, capital \$100,000; Exchange Bank of Wm. J. Bell & Co., Milwaukee, capital \$50,000; Jefferson County Bank, increased capital, \$50,000; Bank of Fon du Lac, capital \$25,000.

### REVENUE OF GREAT BRITAIN IN 1853-54.

The following abstracts of the net produce of the revenue of Great Britain in years ended January 5, 1853 and 1854, showing the increase and decrease, is derived from an official document:—

|                               | Jan. 5, 1853.     | Jan. 5, 1854.     | Year ended Jan. 5, 1854. |                |
|-------------------------------|-------------------|-------------------|--------------------------|----------------|
|                               |                   |                   | Increase.                | Decrease.      |
| Customs.....                  | £18,695,382       | £18,978,223       | £282,841                 | ....           |
| Excise.....                   | 13,356,981        | 13,629,103        | 272,122                  | ....           |
| Stamps.....                   | 6,287,261         | 6,500,988         | 213,727                  | ....           |
| Taxes.....                    | 3,377,843         | 3,153,868         | ....                     | 223,975        |
| Property Tax.....             | 5,509,637         | 5,560,196         | 50,559                   | ....           |
| Post Office.....              | 1,102,000         | 1,104,000         | ....                     | 18,000         |
| Crown Lands.....              | 200,000           | 402,883           | 142,888                  | ....           |
| Miscellaneous.....            | 293,729           | 176,735           | ....                     | 17,354         |
| <b>Total ordinary revenue</b> | <b>48,802,833</b> | <b>49,505,641</b> | <b>962,137</b>           | <b>259,329</b> |
| Imprest and other money       | 634,063           | 879,089           | 245,026                  | ....           |
| Repayment of advances,        | 1,031,297         | 1,399,388         | 368,091                  | ....           |
| <b>Total income.....</b>      | <b>50,468,193</b> | <b>51,784,118</b> | <b>1,575,254</b>         | <b>259,329</b> |

The decrease of income in 1854 amounted to £259,329, and increase to £1,575,254; showing a balance in favor of the year ending Jan. 5, 1854, of £1,324,925.

## COMMERCIAL STATISTICS.

### TOBACCO TRADE AND INSPECTIONS AT NEW YORK.

Below is a correct statement of the inspections of leaf tobacco at this port from 1834—the time of the establishment of the inspection warehouse in this city—to the close of 1853, inclusive, and the stocks at the warehouse at the beginning of each month for twelve years:—

|           | Ky.<br>hhds. | Va. & N. C.<br>hhds. | Ohio.<br>hhds. | Md.<br>hhds. | Total<br>hhds. |
|-----------|--------------|----------------------|----------------|--------------|----------------|
| 1834..... | 3,657        | 1,754                | 413            | 85           | 5,909          |
| 1835..... | 11,278       | 2,130                | 1,131          | 190          | 14,729         |
| 1836..... | 10,495       | 87                   | 2,509          | 16           | 13,107         |
| 1837..... | 6,047        | 683                  | 409            | 10           | 7,149          |
| 1838..... | 7,599        | 360                  | 71             | ..           | 8,030          |
| 1839..... | 6,630        | 972                  | 24             | 121          | 7,747          |
| 1840..... | 10,263       | 3,502                | 63             | 2            | 13,830         |
| 1841..... | 9,955        | 2,056                | 87             | ..           | 10,068         |
| 1842..... | 8,236        | 1,123                | 61             | ..           | 9,420          |
| 1843..... | 11,729       | 254                  | 68             | ..           | 12,051         |
| 1844..... | 6,052        | 544                  | 2              | 36           | 6,634          |
| 1845..... | 7,387        | 180                  | 48             | 45           | 7,660          |
| 1846..... | 5,701        | 1,785                | 102            | 81           | 7,669          |
| 1847..... | 8,217        | 3,893                | 90             | 4            | 12,204         |
| 1848..... | 9,983        | 975                  | 55             | 9            | 11,022         |
| 1849..... | 10,753       | 2,254                | 29             | 100          | 13,136         |
| 1850..... | 12,207       | 1,437                | 28             | 122          | 13,794         |
| 1851..... | 12,285       | 655                  | 6              | 100          | 13,046         |
| 1852..... | 20,107       | 361                  | 1              | 3            | 20,472         |
| 1853..... | 11,295       | 154                  | 4              | 4            | 11,457         |



## STOCKS.

|                      | 1842.       | 1843. | 1844. | 1845. | 1846.  | 1847. |
|----------------------|-------------|-------|-------|-------|--------|-------|
| January .....        | 2,497       | 2,419 | 6,219 | 4,121 | 3,355  | 2,901 |
| February .....       | 2,417       | 2,400 | 6,236 | 3,990 | 3,325  | 2,612 |
| March .....          | 2,724       | 2,055 | 5,970 | 3,860 | 3,109  | 2,456 |
| April .....          | 2,396       | 2,209 | 5,895 | 3,668 | 2,850  | 2,348 |
| May .....            | 2,188       | 2,622 | 5,809 | 3,463 | 2,536  | 2,506 |
| June .....           | 1,787       | 3,517 | 5,631 | 3,765 | 2,536  | 2,425 |
| July .....           | 2,314       | 4,164 | 6,210 | 3,427 | 2,438  | 2,831 |
| August .....         | 2,943       | 4,222 | 5,818 | 3,486 | 2,901  | 2,934 |
| September .....      | 3,543       | 5,580 | 5,746 | 3,747 | 3,326  | 3,854 |
| October .....        | 2,934       | 6,784 | 5,336 | 4,396 | 3,996  | 5,187 |
| November .....       | 2,817       | 6,441 | 4,624 | 3,594 | 3,974  | 6,136 |
| December .....       | 2,343       | 6,326 | 3,675 | 3,072 | 2,914  | 5,093 |
|                      | 1848.       | 1849. | 1850. | 1851. | 1852.  | 1853. |
| January .....        | 5,200       | 5,531 | 6,064 | 6,374 | 5,096  | 9,640 |
| February .....       | 5,260       | 5,295 | 6,240 | 5,944 | 4,472  | 8,905 |
| March .....          | 5,278       | 4,903 | 6,114 | 5,820 | 3,977  | 7,927 |
| April .....          | 5,244       | 4,414 | 5,753 | 5,576 | 3,191  | 6,272 |
| May .....            | 5,737       | 4,347 | 5,277 | 6,029 | 2,940  | 5,139 |
| June .....           | 5,504       | 4,153 | 5,112 | 6,742 | 3,629  | 5,518 |
| July .....           | 6,238       | 5,570 | 5,059 | 6,598 | 6,436  | 6,696 |
| August .....         | 7,523       | 7,042 | 5,769 | 7,845 | 9,636  | 7,127 |
| September .....      | 8,252       | 7,986 | 8,435 | 8,448 | 12,689 | 7,648 |
| October .....        | 8,530       | 8,197 | 7,846 | 9,082 | 13,173 | 8,063 |
| November .....       | 7,763       | 7,146 | 6,517 | 8,070 | 12,488 | 8,593 |
| December .....       | 6,266       | 6,307 | 6,111 | 6,489 | 11,668 | 8,335 |
| 1854—January 1 ..... | hhds. 7,557 |       |       |       |        |       |

## TOBACCO AND FLOUR TRADE OF BALTIMORE.

## EXPORTS OF TOBACCO FROM THE PORT OF BALTIMORE FOR THE LAST THIRTEEN YEARS.

| Years.    | Bremen. | Rotterdam. | Amsterdam. | France. | All other places. | Total. |
|-----------|---------|------------|------------|---------|-------------------|--------|
| 1853..... | 18,947  | 10,395     | 9,980      | 5,380   | 5,986             | 50,688 |
| 1852..... | 22,860  | 11,473     | 5,067      | 7,679   | 7,734             | 54,814 |
| 1851..... | 12,654  | 9,694      | 4,154      | 2,327   | 5,292             | 34,124 |
| 1850..... | 15,864  | 7,814      | 5,973      | 8,177   | 6,540             | 44,368 |
| 1849..... | 18,821  | 13,783     | 8,725      | 9,562   | 1,033             | 51,924 |
| 1848..... | 12,787  | 7,910      | 3,103      | 5,761   | 131               | 38,890 |
| 1847..... | 22,967  | 7,819      | 11,388     | 7,889   | 1,895             | 53,482 |
| 1846..... | 24,404  | 9,498      | 6,181      | 8,165   | 3,037             | 49,491 |
| 1845..... | 26,832  | 18,171     | 10,944     | 7,183   | 2,880             | 66,010 |
| 1844..... | 17,139  | 11,864     | 7,095      | 7,212   | 1,594             | 44,904 |
| 1843..... | 16,990  | 6,525      | 7,325      | 7,932   | 3,822             | 42,594 |
| 1842..... | 17,719  | 10,874     | 8,109      | 4,682   | 2,379             | 43,763 |
| 1841..... | 16,373  | 7,918      | 5,169      | 3,814   | 2,519             | 38,001 |

## TOBACCO INSPECTIONS AT BALTIMORE FOR THE LAST THIRTEEN YEARS.

| Years.    | Maryland. | Ohio.  | Va. & other kinds. | Total. |
|-----------|-----------|--------|--------------------|--------|
| 1853..... | 29,248    | 17,947 | 1,472              | 48,667 |
| 1852..... | 29,569    | 17,720 | 1,043              | 48,332 |
| 1851..... | 25,013    | 16,798 | 931                | 42,742 |
| 1850..... | 27,085    | 13,965 | 783                | 41,833 |
| 1849..... | 30,688    | 13,664 | 1,248              | 45,601 |
| 1848..... | 23,491    | 9,702  | 703                | 33,906 |
| 1847..... | 34,580    | 15,219 | 772                | 50,571 |
| 1846..... | 41,416    | 29,626 | 754                | 71,896 |
| 1845..... | 39,538    | 26,696 | 1,755              | 67,989 |
| 1844..... | 32,249    | 15,464 | 1,244              | 48,957 |
| 1843..... | 29,354    | 13,465 | 4,877              | 47,696 |
| 1842..... | 33,759    | 11,278 | 1,439              | 46,476 |
| 1841..... | 29,980    | 7,692  | 1,479              | 39,151 |

## INSPECTIONS OF WHEAT AND RYE FLOUR AND CORN MEAL FOR THIRTEEN YEARS.

| Years.    | Flour.<br>bbls. | hhds. | Corn Meal.<br>bbls. | hf. bbls. | bbls. | Rye Flour.<br>hf. bbls. |
|-----------|-----------------|-------|---------------------|-----------|-------|-------------------------|
| 1841..... | 628,974         | 459   | 10,736              | 34        | 3,831 | 22                      |
| 1842..... | 558,282         | 715   | 7,772               | 437       | 5,436 | 34                      |
| 1843..... | 560,431         | 535   | 13,359              | 821       | 8,401 | 45                      |
| 1844..... | 499,501         | 245   | 25,054              | 1,525     | 9,904 | ..                      |
| 1845..... | 576,745         | 631   | 23,949              | 1,450     | 6,518 | 24                      |
| 1846..... | 850,116         | 1,076 | 40,942              | 1,744     | 5,402 | ..                      |
| 1847..... | 959,456         | 934   | 105,842             | 1,298     | 6,666 | 49                      |
| 1848..... | 736,441         | 333   | 60,225              | 1,322     | 7,520 | 105                     |
| 1849..... | 764,519         | 428   | 51,772              | 2,051     | 8,007 | 9                       |
| 1850..... | 896,592         | 272   | 42,403              | 3,369     | 5,419 | 22                      |
| 1851..... | 912,498         | 620   | 28,917              | 2,256     | 7,654 | 53                      |
| 1852..... | 1,307,165       | 747   | 52,658              | 745       | 6,449 | 21                      |
| 1853..... | 1,181,603       | ...   | 38,478              | .....     | 5,394 | ..                      |

## COMMERCE OF THE UNITED STATES.

STATEMENT OF THE TOTAL VALUE OF IMPORTS INTO THE UNITED STATES FROM 1821 TO 1852  
—SHOWING ALSO THE VALUE OF THE DOMESTIC AND FOREIGN EXPORTS, EXCLUSIVE OF  
SPECIE, AND THE TONNAGE EMPLOYED DURING THE SAME PERIOD.

| Years.                      | Total imports,<br>including<br>specie, &c. | Domestic prod-<br>uce exported,<br>exclusive<br>of specie. | Foreign<br>mdse. export'd,<br>exclusive<br>of specie. | Total exports,<br>including<br>specie, &c. | Tonnage.  |
|-----------------------------|--------------------------------------------|------------------------------------------------------------|-------------------------------------------------------|--------------------------------------------|-----------|
| 1821.....                   | \$65,588,724                               | \$43,671,894                                               | \$10,824,429                                          | \$64,974,382                               | 1,298,858 |
| 1822.....                   | 83,241,541                                 | 49,874,079                                                 | 11,504,270                                            | 72,160,281                                 | 1,324,699 |
| 1823.....                   | 77,579,262                                 | 47,155,408                                                 | 21,172,435                                            | 74,699,030                                 | 1,336,566 |
| 1824.....                   | 80,549,007                                 | 50,649,500                                                 | 18,322,605                                            | 76,986,657                                 | 1,389,163 |
| 1825.....                   | 96,340,075                                 | 66,809,766                                                 | 23,793,588                                            | 99,535,388                                 | 1,423,112 |
| 1826.....                   | 84,974,477                                 | 52,499,855                                                 | 20,440,934                                            | 77,695,322                                 | 1,534,191 |
| 1827.....                   | 79,484,068                                 | 57,878,117                                                 | 16,431,830                                            | 82,324,827                                 | 1,620,608 |
| 1828.....                   | 88,509,824                                 | 49,976,632                                                 | 14,044,608                                            | 72,264,686                                 | 1,741,392 |
| 1829.....                   | 74,492,527                                 | 55,087,307                                                 | 12,347,344                                            | 72,358,671                                 | 1,260,798 |
| 1830.....                   | 70,876,920                                 | 58,524,878                                                 | 13,145,857                                            | 73,849,508                                 | 1,191,776 |
| 1831.....                   | 103,191,124                                | 59,218,583                                                 | 13,077,069                                            | 41,310,583                                 | 1,267,847 |
| 1832.....                   | 101,029,266                                | 61,726,529                                                 | 19,794,074                                            | 87,176,943                                 | 1,439,450 |
| 1833.....                   | 108,118,311                                | 69,950,856                                                 | 15,577,876                                            | 90,140,433                                 | 1,606,151 |
| 1834.....                   | 126,521,332                                | 80,623,662                                                 | 21,636,553                                            | 104,336,973                                | 1,758,907 |
| 1835.....                   | 149,895,742                                | 100,459,481                                                | 14,756,321                                            | 121,693,577                                | 1,824,940 |
| 1836.....                   | 189,980,035                                | 106,570,942                                                | 17,767,762                                            | 128,663,040                                | 1,882,103 |
| 1837.....                   | 140,989,217                                | 94,280,895                                                 | 17,162,232                                            | 117,419,376                                | 1,896,686 |
| 1838.....                   | 113,717,404                                | 95,560,880                                                 | 9,417,690                                             | 108,486,616                                | 1,994,640 |
| 1839.....                   | 162,092,132                                | 101,625,533                                                | 10,626,140                                            | 121,028,416                                | 2,096,380 |
| 1840.....                   | 107,141,519                                | 111,660,561                                                | 12,008,371                                            | 132,085,946                                | 2,180,764 |
| 1841.....                   | 127,946,177                                | 103,636,236                                                | 8,181,235                                             | 121,851,803                                | 2,130,744 |
| 1842.....                   | 100,162,087                                | 91,799,242                                                 | 8,078,753                                             | 104,691,534                                | 2,092,391 |
| 1843 (9 m's,<br>to June 30) | 64,753,799                                 | 77,686,354                                                 | 5,139,335                                             | 84,346,480                                 | 2,158,603 |
| 1844.....                   | 108,435,035                                | 99,531,774                                                 | 6,214,058                                             | 111,206,046                                | 2,280,095 |
| 1845.....                   | 117,254,564                                | 98,455,330                                                 | 7,584,781                                             | 114,646,606                                | 2,417,002 |
| 1846.....                   | 121,691,797                                | 101,718,042                                                | 7,865,206                                             | 113,488,516                                | 2,562,085 |
| 1847.....                   | 146,545,638                                | 150,574,844                                                | 6,166,754                                             | 158,648,622                                | 2,839,046 |
| 1848.....                   | 154,998,928                                | 140,203,709                                                | 7,986,802                                             | 154,032,131                                | 3,154,042 |
| 1849.....                   | 147,857,439                                | 131,710,081                                                | 8,641,691                                             | 145,755,820                                | 3,334,015 |
| 1850.....                   | 178,138,318                                | 134,900,233                                                | 9,475,493                                             | 151,898,720                                | 3,535,454 |
| 1851.....                   | 216,224,932                                | 178,620,138                                                | 10,295,121                                            | 218,388,011                                | 3,772,439 |
| 1852.....                   | 212,613,282                                | 154,930,447                                                | 12,037,043                                            | 209,641,625                                | 4,138,441 |

NOTE.—In the tables laid before Congress at the last session, the imports, including specie, were stated at \$223,419,005; but it was afterward ascertained that this included \$7,194,073 of gold from California via New Grenada, which does not properly belong to foreign imports, and it is, therefore, now deducted in the preceding statement, leaving the foreign imports, including specie, \$216,224,932 for that year.

## THE TRADE AND COMMERCE OF THE GREAT LAKES.

The Commerce of these great inland seas, says the *Toronto Leader*, is acquiring a magnitude and importance which attest the rapidity with which the territory which they drain has been rendered productive. Half a century ago, Lakes Ontario, Erie, Huron, Michigan, St. Clair, and Superior, were entirely without Commerce. Almost the only craft to be seen upon them was the Indian canoe. In 1850 their tonnage had risen to 215,000, and the value of the whole of the traffic to \$362,000,000. The first craft ever launched on Lake Erie was built by the French, for the expedition of the celebrated La Salle, so far back as 1679; but more than a century elapsed before any Americal vessel was launched upon the Lakes; an event which occurred in 1797. The first steamer launched in America was built in Lower Canada, to run between Montreal and Quebec. This was about the year 1812. The legislature of the province having in the session of 1811 granted a monopoly of the route to Mr. Moulson. Mr. Papineau is even yet reminded that he voted for the monopoly; but we suspect it was a pardonable act in those days. The first steamer on Lake Ontario was launched in 1816, two years before a like event took place on Lake Erie. The first navigable outlet from the lake—the Erie Canal—was completed in 1825. Next came the Welland Canal.

The measurements of the Lakes are as follows:—

| Lakes          | Greatest length. | Greatest breadth. | Mean depth. | Elevation. | Area. sq. miles. |
|----------------|------------------|-------------------|-------------|------------|------------------|
| Superior ..... | 335              | 160               | 980         | 627        | 32,000           |
| Michigan ..... | 320              | 108               | 900         | 578        | 22,000           |
| Huron .....    | 260              | 160               | 900         | 574        | 20,400           |
| Erie .....     | 240              | 80                | 84          | 565        | 9,000            |
| Ontario.....   | 180              | 35                | 500         | 262        | 6,300            |
| Total.....     | 1,585            | ...               | ...         | ...        | 90,000           |

A survey of the Lakes is now in progress by the American government; but it is not likely that the result will show much variation from the above measurement, the result of previous surveys. The area drained by these Lakes is estimated, according to Mr. Andrews' report on the trade and Commerce of the British American Colonies, at 513,515.

A noticeable feature in the shipping of the Lakes, is the gradual substitution of steam for sailing vessels. One-half of the tonnage of the Lakes will soon consist of steamers. In 1851 the proportion was 74,000 tons steam, against 138,000 tons of sail. In the new vessels lately built the tendency is observable of steamers to usurp the place of sailing on the lakes.

The tonnage of the Lakes, in 1820, amounted to only 5,500 tons; in the next ten years it rose to 20,000; in 1840 to 75,000; and in 1850 to 215,787 tons. The ratio of increase has thus been much greater every succeeding decade. But the present hardly gives an idea of the vast Commerce of which these Lakes are destined to become the scene in future. It is estimated that the American States which border on the Lakes are of themselves capable of sustaining a population of 22,000,000. Add to this the Commerce that will grow up from the Canadian shores of those seas, and one may form conception of the future Commerce of the Lakes.

When it is considered that these lakes for so great a distance form the boundary between Canada and the United States, how important it becomes that this Commerce should be as free as possible consistently with the raising of a revenue from customs for the support of government.

## CANADIAN COMMERCE.

## TRADE AND COMMERCE OF THE PORT OF MONTREAL.

A correspondent has furnished us with interesting statistics of the trade of the port of Montreal, for the last and previous years, which we here subjoin:—

On reference to the annual return of imports at the port of Montreal, in 1849, the first year of the present tariff, we find that the revenue for duties for that year amounted to..... £191,856

The year ending Jan. 5, 1854, exhibits a net revenue for duties of.... 447,089

Showing an increase compared with that year in favor of 1853 of... £255,223

Taking the three past years, we find them to stand as follows:—

|                                                                               |  | January 5, 1852. |       |
|-------------------------------------------------------------------------------|--|------------------|-------|
| Goods paying specific duty.....                                               |  | £271,505         | 6 3   |
| " 30 per cent.....                                                            |  | 22,279           | 7 6   |
| " 20 ".....                                                                   |  | 13,414           | 8 8   |
| " 12½ ".....                                                                  |  | 1,638,631        | 13 3  |
| " 2½ ".....                                                                   |  | 211,591          | 16 11 |
| Total.....                                                                    |  | 2,157,422        | 12 7  |
| Free goods.....                                                               |  | 137,288          | 3 8   |
| Total value of goods imported during the year.....                            |  | £2,294,710       | 16 3  |
| Net amount received for duty.....                                             |  | £314,190         | 0 0   |
|                                                                               |  | January 5, 1853. |       |
| Goods paying specific duty.....                                               |  | £345,105         | 17 0  |
| " 30 per cent.....                                                            |  | 27,137           | 7 2   |
| " 20 ".....                                                                   |  | 4,621            | 12 8  |
| " 12½ ".....                                                                  |  | 1,516,041        | 6 5   |
| " 2½ ".....                                                                   |  | 300,629          | 2 10  |
| Total.....                                                                    |  | £2,193,540       | 6 1   |
| Free Goods.....                                                               |  | 117,931          | 12 2  |
| Total value of goods imported during the year.....                            |  | £2,311,471       | 18 3  |
| Net amount received for duty.....                                             |  | £331,773         | 15 8  |
|                                                                               |  | January 5, 1854. |       |
| Goods paying specific duty.....                                               |  | £456,446         | 12 0  |
| " 30 per cent.....                                                            |  | 38,837           | 1 11  |
| " 20 ".....                                                                   |  | 31,197           | 15 8  |
| " 12½ ".....                                                                  |  | 2,293,142        | 1 5   |
| " 2½ ".....                                                                   |  | 655,579          | 15 4  |
| Total.....                                                                    |  | £3,475,203       | 6 4   |
| Free Goods.....                                                               |  | 128,493          | 8 5   |
| Total importation during the year.....                                        |  | £3,603,696       | 14 9  |
| Net amount received for duty.....                                             |  | £447,089         | 12 0  |
| Thus showing the importation at this port for the year 1851 to have been..... |  | 2,294,710        | 0 0   |
| Ditto for 1852.....                                                           |  | 2,311,471        | 0 0   |
| Ditto for 1853.....                                                           |  | 3,603,696        | 0 0   |
| Showing an increase over 1851 in favor of the past year of... ..              |  | £1,308,916       | 0 0   |
| And of the preceding year of.....                                             |  | £1,292,225       | 0 0   |

On referring to the table of imports, the articles which make up the large increase it will be found dry goods and hardware form a large item of the above figures.

The following table, made up from the books of the Trinity House, will show the increase of shipping at our port from sea during the past ten years:—

STATEMENT OF ARRIVALS AT THE PORT OF MONTREAL, FROM SEA, FOR THE FOLLOWING YEARS:

| Year.    | No. | Tonnage. | Year.    | No. | Tonnage. | Year.    | No. | Tonnage. |
|----------|-----|----------|----------|-----|----------|----------|-----|----------|
| 1842.... | 137 | 41,309   | 1846.... | 221 | 55,868   | 1850.... | 222 | 46,867   |
| 1843.... | 106 | 36,631   | 1847.... | 221 | 63,308   | 1851.... | 275 | 58,885   |
| 1844.... | 182 | 48,186   | 1848.... | 164 | 42,157   | 1852.... | 185 | 45,154   |
| 1845.... | 202 | 51,295   | 1849.... | 150 | 37,703   | 1853.... | 253 | 60,507   |



STATEMENT SHOWING THE QUANTITY AND VALUE OF THE PRINCIPAL ARTICLES OF IMPORT  
AT THE PORT OF MONTREAL, FOR THE YEARS ENDING JANUARY 5, 1853 AND 1854.

## ARTICLES PAYING SPECIFIC AND AD VALOREM DUTIES.

| Articles.                    | 1853.     |         | 1854.     |         |
|------------------------------|-----------|---------|-----------|---------|
|                              | Quantity. | Value.  | Quantity. | Value.  |
| Coffee, green.....cwt.       | 4,045     | £9,654  | 3,650     | £9,160  |
| " other.....                 | 23        | 51      | 18        | 47      |
| Sugar, refined.....          | 3,605     | 5,644   | 12,193    | 21,467  |
| " other.....                 | 85,704    | 103,460 | 119,978   | 131,322 |
| Molasses.....                | 64,830    | 19,036  | 876,522   | 30,743  |
| Tea.....lbs.                 | 1,942,728 | 111,796 | 2,240,299 | 188,441 |
| Tobacco, unmanufactured..... | 264,665   | 3,457   | 203,712   | 3,462   |
| " manufactured.....          | 1,202,257 | 29,492  | 1,081,816 | 32,144  |
| Cigars.....                  | 32,230    | 5,867   | 24,943    | 6,524   |
| Snuff.....                   | 1,851     | 90      | 1,193     | 54      |
| Spirits—Brandy.....galls.    | 105,332   | 17,270  | 104,226   | 29,137  |
| Gin.....                     | 56,186    | 4,894   | 118,166   | 11,486  |
| Rum.....                     | 26,876    | 2,205   | 37,426    | 3,140   |
| Whisky.....                  | 35,519    | 3,220   | 44,713    | 4,823   |
| Cordials.....                | 744       | 258     | 5,092     | 972     |
| Wine under £15 per pipe..... | 135,445   | 12,941  | 244,283   | 33,368  |
| " above.....                 | 53,480    | 10,477  |           |         |
| " in cases.....              | 4,816     | 2,474   |           |         |
| Salt.....bbls.               | 133,788   | 2,603   | 8,197     | 166     |

## GOODS PAYING 30 PER CENT.

|                    |      |        |      |        |
|--------------------|------|--------|------|--------|
| Fruit, green.....  | .... | 2,930  | .... | 2,818  |
| " dried.....       | .... | 13,854 | .... | 19,284 |
| Spices.....        | .... | 7,746  | .... | 13,879 |
| Confectionary..... | .... | 410    | .... | 1,261  |
| Maccaroni.....     | .... | 157    | .... | 197    |
| Vinegar.....       | .... | 1,785  | .... | 1,351  |

## GOODS PAYING 20 PER CENT.

|                     |       |       |        |        |
|---------------------|-------|-------|--------|--------|
| Grain—Meal.....     | ....  | 7     | ....   | ....   |
| Flour.....          | 2,966 | 1,794 | 23,841 | 28,426 |
| Pork, not Mess..... | ....  | 7     | ....   | 446    |

## GOODS PAYING 12½ PER CENT.

|                                    |      |         |        |         |
|------------------------------------|------|---------|--------|---------|
| Ale and beer.....                  | .... | 3,848   | ....   | 6,144   |
| Cider.....                         | .... | 73      | ....   | 21      |
| Cocoa and chocolate.....           | .... | 183     | ....   | 70      |
| Fish, salted and pickled.....      | .... | 2,676   | ....   | 2,187   |
| " fresh.....                       | .... | 1,603   | ....   | 2,893   |
| Fur.....                           | .... | 21,161  | ....   | 38,116  |
| Glass.....                         | .... | 8,937   | ....   | 16,763  |
| Leather, tanned.....               | .... | 20,969  | ....   | 33,214  |
| Oil, except palm or cocoa-nut..... | .... | 24,714  | ....   | 37,553  |
| Paper.....                         | .... | 6,446   | ....   | 21,442  |
| Pork, mess.....bbls.               | .... | 7,427   | 10,883 | 27,635  |
| Seeds.....                         | .... | 2,053   | ....   | 991     |
| Rice.....                          | .... | 4,707   | ....   | 13,072  |
| Candles.....                       | .... | 3,623   | ....   | 11,930  |
| Cotton.....                        | .... | 362,162 | ....   | 618,550 |
| Leather, boots and shoes.....      | .... | 2,659   | ....   | 5,083   |
| " other.....                       | .... | 3,713   | ....   | 9,513   |
| India rubber.....                  | .... | 11,572  | ....   | 14,996  |
| Iron and hardware.....             | .... | 180,301 | ....   | 258,574 |
| Machinery.....                     | .... | 25,196  | ....   | 16,632  |
| Linen.....                         | .... | 39,216  | ....   | 53,599  |
| Silk.....                          | .... | 79,884  | ....   | 137,293 |
| Wood.....                          | .... | 3,308   | ....   | 4,799   |
| Wool.....                          | .... | 378,163 | ....   | 608,186 |
| Articles not enumerated.....       | .... | 316,972 | ....   | 343,657 |

## GOODS PAYING 2½ PER CENT.

|                                     | 1853.     |         | 1854.     |         |
|-------------------------------------|-----------|---------|-----------|---------|
|                                     | Quantity. | Value.  | Quantity. | Value.  |
| Broom, corn.....                    | ....      | 840     | ....      | 1,035   |
| Burr stones.....                    | ....      | 273     | ....      | 649     |
| Chain cables.....                   | ....      | 138     | ....      | 6,426   |
| Dye stuffs.....                     | ....      | 2,329   | ....      | 2,115   |
| Flax, hemp, and tow.....            | ....      | 11,520  | ....      | 2,643   |
| Hides.....                          | ....      | 8,350   | ....      | 6,577   |
| Iron—Bar, rod, and sheet.....       | ....      | 53,598  | ....      | 248,889 |
| Boiler-plate and R. R. B.....       | ....      | 141,053 | ....      | 13,477  |
| Pig, scrap and old.....             | ....      | 15,004  | ....      | 27,056  |
| Hoop.....                           | ....      | 4,405   | ....      | 22,420  |
| Junk and oakum.....                 | ....      | 510     | ....      | 658     |
| Lard.....                           | ....      | 2,850   | ....      | 4,351   |
| Lead.....                           | ....      | 1,150   | ....      | 1,221   |
| Oil, except palm and cocoa-not..... | ....      | 1,356   | ....      | 3,791   |
| Pitch and tar.....                  | ....      | 30      | ....      | 901     |
| Rope.....                           | ....      | ....    | ....      | ....    |
| Resin.....                          | ....      | 694     | ....      | 1,665   |
| Steel.....                          | ....      | 10,412  | ....      | 22,082  |
| Tallow.....                         | ....      | 24,322  | ....      | 30,732  |

## FREE GOODS.

|                           |      |        |      |        |
|---------------------------|------|--------|------|--------|
| Tin, zinc.....            | .... | ....   | .... | 7,080  |
| Railroad bar.....         | .... | ....   | .... | 67,237 |
| Cotton yarn and warp..... | .... | 8,912  | .... | 15,163 |
| Books.....                | .... | 26,050 | .... | 31,026 |
| Cotton wool.....          | .... | 2,382  | .... | 1,999  |
| Maize.....                | .... | 3,496  | .... | 7,213  |
| Soda ash.....             | .... | 3,512  | .... | 9,872  |
| Wheat.....                | .... | 13,387 | .... | 3,425  |
| Fish oil.....             | .... | 4,526  | .... | ....   |
| Seeds.....                | .... | 410    | .... | 4,780  |
| Fur skins.....            | .... | ....   | .... | ....   |
| Fish, fresh.....          | .... | 1,094  | .... | 7,889  |
| " salt cod.....           | .... | 3,646  | .... | 6,234  |
| Herrings.....             | .... | 8,922  | .... | 15,744 |
| Mackerel.....             | .... | 344    | .... | 653    |
| Other.....                | .... | 146    | .... | 11,414 |

## POT AND PEARL ASHES SHIPPED AND IN STORE AT MONTREAL.

We give below a comparative statement of pot and pearl ashes shipped and in store up to the 1st of January in the years 1853 and 1854 :—

|               | 1st January, 1853. |       |        | 1st January, 1854. |       |        |
|---------------|--------------------|-------|--------|--------------------|-------|--------|
| Shipped.....  | 23,408             | 9,002 | 32,410 | 18,487             | 7,409 | 25,896 |
| In store..... | 816                | 196   | 1,012  | 460                | 190   | 650    |
|               | 24,224             | 9,198 | 33,422 | 18,947             | 7,599 | 26,546 |

## STATISTICS OF THE WHALE FISHERY OF THE UNITED STATES IN 1853.

We transfer to the pages of the *Merchants' Magazine* the annual report of the Whale Fishery of the United States, for the year ending December 31st, 1853. This report is made up with great care by the *New Bedford Shipping List*, and may be relied upon for its general accuracy.

The trade continues to sustain itself with even less than the fluctuations incident to most branches of Commerce. The importation has been larger than that of any year since 1843. There have been 235 ships cruising in the northern seas during the year, against 283 in 1852, showing a diminution of 48 ships.

Prices have continued during the year to range high, and there is no reason to anticipate any large variation from established rates in the year to come. The project

of the Secretary of the Treasury, for the admission free of duty of foreign oils, may, if sanctioned by Congress, have its influence upon the market. In 1851, when whale oil, it will be remembered, ranged unusually high, the import of linseed oil reached over 80,000 bbls.

Only two ships are certainly known to have been lost during the last year, although there is reason to believe that another will be added to the list by coming advices from the northern seas. The large quantities of whalebone which have been shipped home in anticipation of return voyages, will reduce the amount to be received during the present year, as the catch this season will barely come up to the average.

IMPORTATIONS OF SPERM AND WHALE OIL AND WHALEBONE INTO THE UNITED STATES  
IN 1853.

|                     | Ships & Brigs & Sperm Oil, |          | Whale Oil, | Whalebone, |           |
|---------------------|----------------------------|----------|------------|------------|-----------|
|                     | Barks,                     | Sch'ers. | bbls.      | lbs.       |           |
| New Bedford .....   | 89                         | 2        | 44,923     | 118,672    | 2,835,800 |
| Fairhaven .....     | 13                         | .        | 8,083      | 14,172     | 188,790   |
| Westport .....      | 10                         | 1        | 4,610      | 92         | .....     |
| Dartmouth.....      | 2                          | .        | 385        | 1,870      | 25,800    |
| Mattapoisett .....  | 4                          | 3        | 1,816      | 42         | 4,900     |
| Sippican.....       | ..                         | 2        | 200        | 40         | .....     |
| Wareham.....        | 1                          | .        | 136        | 2,513      | 46,700    |
|                     | 119                        | 8        | 60,153     | 137,401    | 3,101,900 |
| Sandwich.....       | ..                         | 3        | 439        | 14         | .....     |
| Falmouth.....       | 2                          | .        | 2,660      | 600        | 9,000     |
| Holmes's Hole ..... | ..                         | 1        | 320        | 1,720      | 1,000     |
| Nantucket.....      | 15                         | 4        | 19,232     | 7,598      | 43,700    |
| Provincetown .....  | 1                          | 21       | 1,761      | 603        | .....     |
| Truro.....          | ..                         | 1        | 70         | .....      | .....     |
| Orleans.....        | 1                          | 2        | 530        | 25         | .....     |
| Boston .....        | 6                          | 2        | 4,409      | 560        | .....     |
| Salem .....         | 1                          | .        | 180        | 30         | .....     |
| Lynn .....          | 2                          | .        | 1,656      | 2,120      | 28,000    |
| Beverly.....        | 2                          | 1        | 615        | 50         | .....     |
| Fall River.....     | 2                          | .        | 360        | 280        | .....     |
| Warren .....        | 5                          | .        | 3,173      | 1,548      | 9,800     |
| Providence.....     | 2                          | .        | 1,963      | 4,527      | 54,000    |
| New-London.....     | 18                         | 3        | 1,107      | 45,990     | 1,881,200 |
| Mystic .....        | 3                          | .        | 246        | 4,998      | 50,900    |
| Stonington.....     | 6                          | 3        | 561        | 14,142     | 110,300   |
| Sag Harbor.....     | 5                          | .        | 1,316      | 6,338      | 74,600    |
| Greenport .....     | 2                          | .        | 224        | 2,684      | 28,300    |
| Cold Spring.....    | 1                          | .        | .....      | 2,359      | 51,200    |
| New York.....       | 4                          | 4        | 992        | 20,275     | 177,900   |
| Baltimore.....      | 1                          | .        | .....      | 842        | .....     |
|                     | 202                        | 53       | 103,077    | 260,114    | 5,652,300 |

THE FOLLOWING TABLE SHOWS THE COMPARATIVE IMPORTS OF SPERM AND WHALE OIL AND BONE IN EACH YEAR FROM 1841 TO 1853.

|          | Sperm Oil, | Whale Oil, | W'lebone, |          | Sperm Oil, | Whale Oil, | W'lebone, |
|----------|------------|------------|-----------|----------|------------|------------|-----------|
|          | bbls.      | bbls.      | lbs.      |          | bbls.      | bbls.      | lbs.      |
| 1852.... | 78,872     | 84,211     | 1,259,900 | 1846.... | 95,217     | 207,493    | 2,276,939 |
| 1851.... | 99,591     | 328,483    | 3,916,500 | 1845.... | 157,917    | 272,730    | 3,167,142 |
| 1850.... | 92,892     | 200,608    | 2,869,200 | 1844.... | 139,594    | 262,047    | 2,532,445 |
| 1849.... | 100,944    | 248,492    | 2,281,100 | 1843.... | 160,985    | 206,727    | 2,000,000 |
| 1848.... | 107,776    | 280,656    | 2,003,000 | 1842.... | 165,637    | 161,041    | 1,600,000 |
| 1847.... | 120,753    | 313,150    | 3,341,680 | 1841.... | 159,304    | 207,348    | 2,000,000 |

There were no exports of whale oil from New Bedford in 1852 and 1853. The exports in previous years have been as follows, in gallons:—

| 1851.   | 1850.   | 1849.   | 1848.   | 1847.   | 1846.     |
|---------|---------|---------|---------|---------|-----------|
| 813,401 | 109,491 | 233,776 | 538,446 | 319,486 | 1,004,661 |

**STATEMENT OF THE PRICES OF SPERM AND WHALE OIL AND WHALEBONE ON THE 1ST AND 15TH OF EACH MONTH OF THE YEAR 1853.**

|                | Sperm Oil. |       | Whale Oil. |       | Whalebone. |       |
|----------------|------------|-------|------------|-------|------------|-------|
|                | 1st.       | 15th. | 1st.       | 15th. | 1st.       | 15th. |
| January.....   | 120        | 124½  | 60         | 61½   | 41         | 41    |
| February.....  | 127        | 130   | 62         | 62½   | 41         | 35    |
| March.....     | 129½       | 129½  | 65½        | 65    | 31         | 30    |
| April.....     | 128        | 127½  | 55         | 53½   | 29         | 29½   |
| May.....       | 128        | 127   | 53         | 51    | 29½        | 30½   |
| June.....      | 125½       | 124   | 51½        | 52½   | 32         | 34½   |
| July.....      | 123        | 122   | 52         | 52½   | 34         | 33½   |
| August.....    | 121        | 122   | 51½        | 52½   | 33½        | 34    |
| September..... | 120        | 120½  | 53         | 55    | 34         | 34½   |
| October.....   | 120        | 123   | 57½        | 59    | 34         | 36    |
| November.....  | 124        | 125   | 70         | 70    | 36         | 38    |
| December.....  | 126        | - 127 | 65         | 65    | 38½        | 39    |

**THE AVERAGE PRICE OF OIL AND BONE FOR THE FOLLOWING YEARS WAS—**

|        | Sperm Oil. | Whale Oil. | Whalebone. |        | Sperm Oil. | Whale Oil. | Whalebone. |
|--------|------------|------------|------------|--------|------------|------------|------------|
| 1853.. | 124½       | 58½        | 34½        | 1846.. | 88         | 32½        | 38½        |
| 1852.. | 123½       | 68 1-6     | 50½        | 1845.. | 90½        | 36½        | 40         |
| 1851.. | 127½       | 45 5-16    | 34½        | 1844.. | 63         | 34½        | 35½        |
| 1850.. | 127 7-10   | 49 1-10    | 34 4-10    | 1843.. | 73         | 33½        | 23         |
| 1849.. | 108 9-10   | 49 9-10    | 31 8-10    | 1842.. | 94         | 31½        | 19½        |
| 1848.. | 100½       | 36         | 30½        | 1841.. | 100        | 30½        | 19         |
| 1847.. | 87½        | 33½        | 34         |        |            |            |            |

**IMPORTS OF LIQUOR INTO THE UNITED STATES.**

The importation of wines, spirits, &c., into the United States in the year ending June 30, 1853, is from an official report:—

|                                        | Gallons.   | Value.      | Average cost p'r gall. |
|----------------------------------------|------------|-------------|------------------------|
| Maderia.....                           | 226,403    | \$105,628   | 46.65                  |
| Sherry.....                            | 313,048    | 155,819     | 49.77                  |
| Sicily.....                            | 190,205    | 45,794      | 20.08                  |
| Port, in casks.....                    | 662,001    | 266,085     | 44.13                  |
| Claret, in casks.....                  | 2,633,802  | 482,827     | 18.33                  |
| Other red wines.....                   | 1,374,416  | 377,482     | 27.46                  |
| Other white wines.....                 | 1,275,290  | 305,287     | 23.94                  |
| Brandy.....                            | 3,854,956  | 3,251,408   | 84.34                  |
| Grain spirits.....                     | 1,060,456  | 424,633     | 40.40                  |
| Other spirits.....                     | 236,477    | 106,501     | 31.35                  |
| Beer, ale, and porter, from England..  | 397,420    | 284,347     | 74.55                  |
| Beer, ale, and porter, from Scotland.. | 131,357    | 77,414      | 58.93                  |
| Total.....                             | 12,355,831 | \$5,883,230 |                        |

**WHEAT AND FLOUR TRADE OF FRANCE.**

**IMPORTS AND EXPORTS OF WHEAT INTO AND FROM FRANCE, FROM 1816 TO 1852.**

|                        | Imports in Hectolitres. | Exports.   |
|------------------------|-------------------------|------------|
| From 1816 to 1821..... | 6,247,178               | ....       |
| " 1822 to 1827.....    | ....                    | 1,248,601  |
| " 1828 to 1832.....    | 9,527,466               | ....       |
| " 1833 to 1837.....    | ....                    | 944,130    |
| " 1838 to 1842.....    | 1,126,473               | ....       |
| " 1843 to 1847.....    | 18,697,132              | ....       |
| " 1848 to 1852.....    | ....                    | 12,187,416 |
| Total.....             | 35,528,249              | 14,380,147 |



## IMPORTATIONS OF WHEAT AND FLOUR INTO FRANCE, FROM 1846 TO 1847, BOTH INCLUSIVE.

| From                                         | Hectolitres.* | Quintals† flour. |
|----------------------------------------------|---------------|------------------|
| Russia.....                                  | 4,706,116     | ....             |
| Sardinia.....                                | 2,191,109     | ....             |
| Turkey.....                                  | 2,182,484     | ....             |
| Egypt.....                                   | 247,518       | ....             |
| England.....                                 | 894,773       | ....             |
| Germany.....                                 | 667,847       | ....             |
| Belgium.....                                 | 563,087       | ....             |
| Sicily.....                                  | 505,151       | ....             |
| America.....                                 | 374,730       | 497,794          |
| Tuscany.....                                 | 279,774       | ....             |
| Spain.....                                   | 247,242       | ....             |
| Hanse Towns.....                             | 212,899       | ....             |
| Denmark.....                                 | 179,434       | ....             |
| Mecklenburg.....                             | 141,209       | ....             |
| Roman States, Holland, Algeria, Austria, &c. | 262,167       | ....             |
| Sundry places.....                           | ....          | 300,000          |
| Total.....                                   | 13,655,340    | 797,794          |

—the amount of hectolitres being equal, in English measure, to 4,708,739 imperial quarters, and the quintals to 881,197 barrels, at 14 stones per barrel, American flour.

## LUMBER TRADE OF BANGOR.

BANGOR, January 7, 1854.

FREEMAN HUNT, *Editor of the Merchants' Magazine* :—

DEAR SIR :—Inclosed you have a statement of the lumber surveyed at Bangor for the season of 1853.

Respectfully Yours,  
SAMUEL HARRIS.

## LUMBER SURVEYED AT BANGOR FOR THE SEASON OF 1853.

|                                    |            |                      |             |
|------------------------------------|------------|----------------------|-------------|
| Allen, James.....                  | 10,059,917 | Pierce, Chas. W..... | 7,374,590   |
| Cummings, G. W.....                | 10,633,262 | Pearson, W. T.....   | 1,034,276   |
| Crossman, C. V.....                | 11,880,158 | Rowe, Thos. F.....   | 568,495     |
| Bragdon, Gardner.....              | 902,243    | Ricker, L. B.....    | 630,867     |
| Emery, Seth.....                   | 7,820,455  | Short, John.....     | 707,517     |
| Fisher, Herman.....                | 3,430,086  | Smith, Albert.....   | 12,406,545  |
| Furber, S. W.....                  | 134,097    | Wiggin, N. B.....    | 5,441,828   |
| Haines, Penly.....                 | 6,141,990  | Washburn, G. W.....  | 2,779,395   |
| Kimball, Daniel.....               | 6,701,298  | Webster, John.....   | 6,883,549   |
| Lincoln, Isaac.....                | 3,863,895  | Webster, Mark.....   | 6,457,533   |
| Millikin, Joseph.....              | 10,508,594 | Young, Aaron.....    | 7,600,631   |
| Meservey, A. L.....                | 5,538,954  | Young, Jonathan..... | 8,063,287   |
| Norris, James.....                 | 12,812,174 | Young, John C.....   | 12,290,322  |
| Oakes, John.....                   | 436,415    | Hammatt, George..... | 5,700,093   |
| Pierce, Nathaniel.....             | 6,109,334  | Cummings, F. J.....  | 239,957     |
| Pratt, Atherton.....               | 7,790,522  |                      |             |
| Total number of feet surveyed..... |            |                      | 182,942,284 |

## PHILADELPHIA TRADE IN BREADSTUFFS.

We give below a statement of the inspections of flour, rye flour, and corn meal, in each of the last ten years, and also the comparative prices of flour and grain in the Philadelphia market on the 21st of January, for eight years :—

\* A hectolitre of wheat is equal to 11½ pecks imperial English measure. † A quintal of flour is equal to about 15 stones of 14 lbs.

## TOTAL INSPECTIONS FOR TEN YEARS.

|      | Flour.   | Rye flour. | Corn meal. |      | Flour.   | Rye flour. | Corn meal. |
|------|----------|------------|------------|------|----------|------------|------------|
| 1853 | 973,091  | 16,963     | 99,516     | 1848 | 511,279½ | 24,747     | 162,983    |
| 1852 | 779,836  | 11,362     | 76,881     | 1847 | 708,981  | 27,906     | 300,609    |
| 1851 | 683,561½ | 19,933     | 71,677     | 1846 | 674,648  | 33,520     | 170,143    |
| 1850 | 655,828  | 34,776     | 103,210    | 1845 | 533,436½ | 22,010     | 112,426    |
| 1849 | 633,533½ | 39,109     | 100,514    | 1844 | 466,132  | 25,526     | 112,532    |

The following comparative statement of the prices of flour and grain in the Philadelphia market on the 21st of January during the past eight years, may not prove uninteresting at this time:—

|            | Flour.           | Rye Flour. | Corn m'l. | Wheat.        | Corn.     |
|------------|------------------|------------|-----------|---------------|-----------|
| 1854 ..... | \$7 75 a . . . . | \$5 25     | \$3 75    | \$1 75 a 1 85 | 80 a 83c. |
| 1853 ..... | 5 31½ a 5 37½    | 4 25       | 3 50      | 1 20 a 1 25   | 61 a 67   |
| 1852 ..... | 4 25 a 4 31½     | 3 50       | 3 12½     | 0 92 a 1 00   | 64 a 65   |
| 1851 ..... | 4 62½ a 4 75     | 3 50       | 2 87½     | 1 02 a 1 12   | 58 a 62   |
| 1850 ..... | 5 00 a 5 12½     | 2 87½      | 2 75      | 1 07 a 1 15   | 62 a 64   |
| 1849 ..... | 5 25 a 5 31½     | 3 12½      | 2 75      | 1 13 a 1 16   | 60 a 62   |
| 1848 ..... | 6 25 a 6 37½     | 4 50       | 3 00      | 1 40 a 1 44   | 61 a 63   |
| 1847 ..... | 4 94 a 5 00      | 3 75       | 3 50      | 1 05 a 1 14   | 64 a 75   |
| 1846 ..... | 5 18½ a 5 31½    | 4 00       | 3 50      | 1 12 a 1 17   | 60 a 67   |

The above quotations are for superfine flour, red and white wheat, and white and white and yellow corn.

## COMMERCIAL REGULATIONS.

## VALPARAISO PORT CHARGES, &amp;c.

## PORT CHARGES—LAUNCH HIRE—WEIGHTS—CURRENCY, ETC.

**PORT CHARGES.** Tonnage dues, twenty cents per ton. Light dues, three and one-eighth cents per ton. Captain of the port's fees and role, four dollars. Harbor master's fees, eight dollars. Whale ships, vessels in distress, and vessels in ballast, (or discharging under fifty packages,) are exempt from tonnage and light dues. Tonnage dues paid at one port are not levied in another. The coasting trade is prohibited to foreign flags, but they may discharge portions of their original cargoes in one or more ports, and load Chilean produce for a foreign port. The only ports of entry for foreign flags are Ancud, Valdivia, Talcahuano, Tome, Constitution, Valparaiso, Coquimbo, and Caldera. Vessels from abroad entering any other ports are liable to seizure.

All communication with the shore is prohibited until after the visit of the captain of the port and revenue officer, who will require a general manifest of the cargo, or the bills of lading and a list of stores. Twenty-four hours are allowed for corrections of errors or omissions. For any mistakes discovered afterwards the captain is subject to fines or seizures. Passengers' luggage is free.

**LAUNCH HIRE.**—On general merchandise, forty cents per ton; on coals, sixty cents per ton. Ballasting, (sand) or discharging ballast, sixty cents per ton. Labor on board one dollar per day.

**STORAGE.** Goods may be stored in government warehouses for an indefinite period paying storage on valuation: 1st year, ½ per cent per quarter; and ½ per cent per quarter the 2d and subsequent years; but every two years merchandise must be either taken out for consumption, re-exported, or storage renewed. If re-exported within one year no storage is charged.

**WEIGHTS ARE SPANISH WEIGHT.** One quintal of 100 lbs. equal to 101½ lbs, English. One arroba, 25 lbs. One Marc, 8 Spanish oz.

**MEASURES.** On fanega of—

|              |     |                            |     |
|--------------|-----|----------------------------|-----|
| Wheat* ..... | 155 | Beans .....                | 200 |
| Bran* .....  | 84  | Garvanzos. ....            | 200 |
| Barley ..... | 155 | Lentils. ....              | 200 |
| Maize .....  | 160 | Crushed Candeal Wheat..... | 160 |
| Nuts .....   | 96  |                            |     |

\* At Conception a fanega of wheat is about 14 per cent heavier. Bran 15 per cent lighter.

CURRENCY. Accounts are kept in dollars and cents. Eight reals, one dollar—one hard dollar—\$1 06½. One 5 franc piece, \$1 00.

One ounce or doubloon, \$17 25. One sovereign, \$5.

Gold and silver coin of U. S. A. is current at its nominal value. Ounces, other than Chilean, are current at about \$15 50.

#### CLASSIFICATION OF ARTICLES, IMPORTS INTO UNITED STATES.

The following Treasury Circular has been issued under the head of "General Instructions, No. 15," for the guidance of Collectors and other officers of Customs:—

TREASURY DEPARTMENT, Dec. 18, 1853.

SIR:—I have reason to believe that there are material defects in the forms and times of rendering the returns required of collectors by the act of the 20th February, 1820, as well as in the mode of entering, keeping, and exhibiting the matter contained in the same in the Register's office; and desirous to introduce such improvements as may be practicable, and may secure greater exactness and promptitude in the exhibits required by the act, my object in addressing you is to obtain such information and aid as may be conducive to that end.

There is now much diversity on the part of collectors in reporting the articles imported, and consequently delay and difficulty in the Register's office in assimilating and distributing such articles to recognized species or classes. To remedy this evil it seems to me to be necessary for this department to frame a nomenclature of articles, to notify the list to all collectors for their observance, and for it to be varied only by authority from time to time as the importation of new articles, to be reported by collectors, or other circumstances, shall render expedient. To enable the department to construct a proper nomenclature, I will thank you, as soon as may be, to transmit to this department a table, in alphabetical order, showing—

First—The names of all articles imported, whether enumerated or non-enumerated, subject to duty, or free.

Second—The commercial or scientific denomination of the general class to which such variety belongs.

Third—The place of growth or manufacture.

Fourth—The rate of duty, if any, on such article.

Fifth—Such information of the character of articles not in common or familiar use, and of the purposes to which they are most usually applied, as it may be in your power to furnish.

Appended to this list you will add a list of such articles as in your opinion may be aggregated or classified for the reasons contained in the proviso to the third section of the act referred to, and a similar list and appendix of the articles exported. At the same time it may be proper to revise and rearrange the list of countries to and from which our commerce passes. And I will thank you to look into this branch of the subject also, and favor me with a table, in alphabetical order, of the places proper, in your opinion, to be recognized and established as the places of trade contemplated by the act in these returns. The same in respect to the time when it is assumed the exports take place. I am not aware that any change, except in the time of rendition, is required in the present mode of returning, registering, or exhibiting the tonnage; but if any defect in it occurs to you, and you can suggest an improvement, it will be acceptable to the department for you to do so.

It is proposed that the returns of commerce or navigation shall be made as at present, for quarters; but that they shall be made as soon as possible after the close of the quarter to which the return refers instead of being delayed, as at this time, for weeks, and even months together. You will please inform me if the business cannot be so conducted in your office, from day to day, so that the returns may be made within a period of from one to five days, according to the business of your district. The last point will be to secure the most ready and exact mode of keeping and rendering those returns in the several districts, and of registering and exhibiting the results at the Treasury. The probability is much diversity to the various Custom Houses in this particular. Also, you will explain the mode observed in your office, sending copies of the forms used, and the reasons that, in your judgment, recommend such forms over others.

I am respectfully,  
(Signed)

JAMES GUTHRIE.

## COMMERCIAL CHARGES AT MELBOURNE, AUSTRALIA.

COMMISSIONS—RATE OF INTEREST ON DUTIES, FREIGHTS, AND ACCOUNTS—CHARGES, ETC.

Annexed will be found the scale of commercial charges authorized by the committee of the Melbourne Chamber of Commerce:—

| COMMISSIONS.                                                                                                                                                |    | Per cent. |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|----|-----------|
| On cash payments when not in funds .....                                                                                                                    | 5  | 5         |
| On cash payments when in funds .....                                                                                                                        | 2½ | 2½        |
| On purchase and shipment of gold dust .....                                                                                                                 | 1½ | 1½        |
| On purchase and shipment if drawn against .....                                                                                                             | 2½ | 2½        |
| On the amount of invoice in either case:—On purchase and shipment of merchandise, and on other purchases, when not in funds .....                           | 5  | 5         |
| On the same, when in funds .....                                                                                                                            | 2½ | 2½        |
| On private sales, and net proceeds of sales by auction, whether for cash or credit, including the purchase of bank bills for remittance—minimum rate..      | 7½ | 7½        |
| On goods received and forwarded—on their value .....                                                                                                        | 1  | 1         |
| On consignments of merchandise withdrawn—on invoice .....                                                                                                   | 2½ | 2½        |
| On debts, rents, and other accounts collected, recovered, and remitted .....                                                                                | 5  | 5         |
| On sale or purchase of bills of exchange .....                                                                                                              | 1  | 1         |
| On bills of exchange collected, and on moneys received or paid, from which no other commission is derived .....                                             | 2½ | 2½        |
| On letters of credit granted .....                                                                                                                          | 2½ | 2½        |
| On letters of credit drawn against .....                                                                                                                    | 2½ | 2½        |
| On freight or charter procured for vessels, and freight or passage money collected .....                                                                    | 5  | 5         |
| On ships' disbursements and outfits .....                                                                                                                   | 5  | 5         |
| On money obtained on bottomry or respondentia .....                                                                                                         | 2  | 2         |
| On insurance effected or orders written for insurance .....                                                                                                 | ½  | ½         |
| On insurance losses, partial or total, settled, or on premiums recovered .....                                                                              | 2½ | 2½        |
| Guaranty—bonds, indorsement of bills, contracts for goods, or other engagements .....                                                                       | 2½ | 2½        |
| N. B. All sales of goods understood to be guarantied, unless there be special orders to the contrary.                                                       |    |           |
| Guaranty on remittances when required .....                                                                                                                 | 2½ | 2½        |
| Guaranty or security for contracts .....                                                                                                                    | 5  | 5         |
| Acting as trustee under assignments .....                                                                                                                   | 5  | 5         |
| On advance on produce for shipment .....                                                                                                                    | 2½ | 2½        |
| Advances and current accounts not liquidated at the end of the season, (March 31,) the balance to be charged as a fresh advance, subject to a commission of | 5  | 5         |

## INTEREST.

|                                          |    |
|------------------------------------------|----|
| On advances for duties and freight ..... | 8  |
| On accounts .....                        | 10 |

## CHARGES.

|                                                                                                                                             |          |
|---------------------------------------------------------------------------------------------------------------------------------------------|----------|
| For passing accounts with the government for emigrant ships when the whole freight is payable in England .....                              | £10 10s. |
| For checking expenditure accounts on behalf of charters of passenger vessels, and granting certificates .....                               | 10 10    |
| For entering ship inward at the custom house, where the original port of departure is in Australia, Van Dieman's Land, or New Zealand ..... | 2 2      |
| For entering and clearing ship outward, where the port of destination is in the same places as above .....                                  | 1 1      |
| For entering ship inward from other ports .....                                                                                             | 3 3      |
| For entering and clearing ship outward, if laden here .....                                                                                 | 3 3      |
| For entering and clearing ship outward, in ballast .....                                                                                    | 1 1      |
| For attending delivery of cargo from lighters, and giving notice to consignees .....                                                        | per day. |
| Fee for each surveyor within the city .....                                                                                                 | 1 1      |
| Fee at Hobson's Bay or Williams Town .....                                                                                                  | 2 2      |



CHARGES FOR WAREHOUSING.

|                                                                                                                             |                                    |
|-----------------------------------------------------------------------------------------------------------------------------|------------------------------------|
| On all measurement goods requiring to be dry-housed....per week.                                                            | { 2s. per ton of<br>40 cubic feet. |
| On liquids .....per week.                                                                                                   | { 2s. per ton of<br>252 gallons.   |
| On sugar, rice, salt, flour, and all other articles requiring to be dry-housed .....per week.                               | 1s. per ton.                       |
| On all other merchandise .....per week.                                                                                     | 6d. per ton.                       |
| And an additional charge for all goods as above, for housing and unhousing, according to the bulk or weight of the article. |                                    |
| On wool—for receiving, weighing, marking, and delivering.....                                                               | 2s. per bale.                      |
| Do., for rent after fourteen days, at the rate of .....per week.                                                            | 6d. per bale.                      |
| In addition to the tare on wool, an allowance for draft of.....                                                             | 1 lb. for cwt.                     |
| On tallow—for receiving, weighing, marking, and delivering.....                                                             | 5s. per ton.                       |
| Do., for rent after fourteen days, at the rate of .....per week.                                                            | 1s. per ton.                       |
| On grain—if in bags, including housing and unhousing...first month.                                                         | 4d. per bush.                      |
| Do., for any longer time .....per week.                                                                                     | ½d. "                              |
| On grain—if in bulk, or if required to be weighed, extra charge to be made.                                                 |                                    |

W. W. WILSON, Honorary Secretary.  
Chamber of Commerce and Commercial Exchange, Melbourne.

J. B. WERE, Chairman.  
JAMES GRAHAM, Dep'y Ch.

COMMERCIAL REGULATIONS AT SYDNEY, N. S. W.

DUTIES—COMMISSIONS—WAREHOUSE RENT—SEAMEN'S WAGES,  
DUTIES.

|                                                 |       |
|-------------------------------------------------|-------|
| Brandy and Gin, proof .....per gallon.          | s. d. |
| Rum and Whisky, proof.....                      | 6 0   |
| All other spirits sweetened.....                | 4 0   |
| Wine.....                                       | 6 0   |
| Ale and Beer, in wood.....                      | 1 0   |
| Ale and Beer, bottled.....                      | 0 1   |
| Tobacco, manufactured.....per lb.               | 0 2   |
| Tobacco, unmanufactured.....                    | 1 6   |
| Cigars and Snuff.....                           | 1 0   |
| Refined Sugar.....per cwt.                      | 2 0   |
| Sugars, unrefined.....                          | 3 4   |
| Molasses.....                                   | 2 6   |
| Tea.....per lb.                                 | 1 8   |
| Coffee.....                                     | 0 1½  |
| Currents, Raisins, and other dried fruits.....  | 0 0½  |
| All other goods whether British or foreign..... | 0 0½  |
|                                                 | free. |

COMMISSIONS.

|                                 |             |
|---------------------------------|-------------|
| On all sales effected.....      | 5 per cent. |
| " " if guarantied.....          | 2½ " extra. |
| All purchases, if in funds..... | 2½ "        |
| Otherwise.....                  | 5 "         |

Auction sales from one to five per cent, according to the nature and extent.

WAREHOUSE RENT.

|                             |                        |
|-----------------------------|------------------------|
| Measurement goods.....      | 6d. per week, per ton. |
| Liquors.....                | 8d. " "                |
| Sugar, Rice, Salt, etc..... | 4d. " "                |
| Iron, Lead, etc.....        | 3d. " "                |

SEAMEN'S WAGES.

|                            |     |
|----------------------------|-----|
| Coastwise.....per month.   | £10 |
| England.....               | 13  |
| England.....by the run.    | 50  |
| Eastern Ports.....offered. | 15  |

Sydney is a free port. The navigation laws are in full force. No charges whatever on shipping except pilotage.

## REGULATIONS OF THE LIVERPOOL CORN TRADE.

The following rules, adopted by the Liverpool Corn Trade Association, were to go into operation on and after the 1st of January, 1854:—

**RULES FOR REGULATING THE USAGES AND CUSTOMS OF THE LIVERPOOL CORN TRADE,  
ADOPTED AT A GENERAL MEETING OF THE MEMBERS OF THE ASSOCIATION.**

1. That buyers of all grain, flour, and meal, must approve of the bulk as early as possible after the purchase is effected. Should no written notice be sent to the seller by six o'clock on the day of sale, rejecting the bulk, or stating a cause why it cannot be examined within that time, the purchase to be binding.

2. That no cartage be allowed or incurred at the seller's expense.

3. That the seller's responsibility shall cease on delivery into carts or other conveyances from the ship, quay, or warehouse—the purchaser finding sacks, if required.

4. That rent and fire insurance on all grain, flour, and meal, in warehouse, be borne by the seller for fourteen days from the day of sale, unless delivery shall have previously taken place.

5. That deliveries be completed within fourteen running days from the day of sale.

6. That seven running days from the day of sale be allowed to buyers of flour, during which period they may reject sour. On and after the eighth day, damaged flour only to be rejected.

7. That each barrel of flour from Canada, and all the American ports, be considered to weigh 13.20 gross. All deficiency from this weight to be allowed for. Foreign sack flour to be weighed gross and flour in sack to be invoiced per 280 lbs.

8. That all disputes arising out of transactions connected with the trade, be referred to any two members of the committee, (chosen by the disputing parties,) such members choosing a third arbitrator, who shall also be a member of the committee. A fee of 5s. to be paid on the entering of each case, for the support of the Association, and a fee of 2s. to be paid each arbitrator for every requisite sitting.

ROBERT WOODWARD, Chairman.

## OF THE VALUE OF GOODS FROM PRUSSIA TO UNITED STATES.

DEPARTMENT OF STATE, Washington, Feb. 2, 1854.

The following ordinance of the Prussian Minister of Commerce, concerning declarations of the value of goods sent to the United States, a translation of which has been transmitted to this department by Isaac C. Bates, Esq, United States Consul at Aix la Chapelle, is published for general information:—

"According to the existing revenue laws of the United States of North America, the value of all foreign merchandise imported into the United States must be declared on oath by the owner thereof.

"If the merchandise be the property of persons residing in the United States, (and this takes place in those cases where German goods are purchased by commissioners or agents of North American commercial houses,) this oath is taken before the collectors of customs in the ports of the United States, upon arrival of the merchandise.

"If the merchandise belongs to persons who do not reside in the United States, (and this will take place in the case of goods consigned to North America by subjects from this side,) the invoice must be sworn to by the owner, before a consul or commercial agent of the United States of North America, or before some public authority who is authorized to receive declarations on oath.

"An exact compliance with these regulations, from which many departures have taken place until now, has been recently ordered by a circular of the Treasury Department of the United States.

"The laws of this country not giving any legal sanction to oaths in confirmation of the value of consignments of goods sworn to before the consuls of a foreign State residing in Prussia, nor even before any magistrate of the country, negotiations are now pending for the substitution of the affirmation, (or declaration,) as contained in the 129th section of the penal code, in place of the formal oath required in verification of the value of merchandise to be exported, as it is declared in the invoices.

"Meanwhile, in order to obviate any interruption of the very important commercial intercourse with North America, it is necessary that the merchants on this side shall

be furnished with the opportunity of verifying the value of consignments to the United States, according to the provisions of the 129th section of the penal code, the magistrates, and for merchants living in the country the royal 'sandrathes' are therefore to be directed, upon the application of the owners of merchandise designed to be sent on consignment to the United States, to receive an affirmation in the place of an oath, in regard to the correctness of the value declared in the invoices. Upon the presentation of the invoices of merchandise designed to be sent on consignment, this affirmation in place of the oath is to be recorded in a protocol; or if the necessary affirmation in place of the oath is already written beforehand upon the invoice, the protocol shall mention the acknowledgment of this affirmation. A certificate of this transaction, furnished with the official seal and signature, is to be annexed to the invoice, and handed back to the applicant as expeditiously as possible.

"Before the reception or acknowledgment of an affirmation, instead of oath, the purport of section 129 of the penal code shall be explicitly stated to the person making the declaration, and that this has been done is to be noted in the protocol.

"The invoice of the merchandise furnished, with the official certificate, must be sent by the consignors, as heretofore, for examination and authentication, to the consular authorities of the United States living nearest to their place of residence, or, in case there are none, to the consulates of the United States at the port of shipment.

"I accordingly direct the Royal Regency to furnish the authorities concerned herein with instructions to make it their special duty to give quick dispatch to applications which may be made, and to bring the above-stated arrangement to the knowledge of the merchants of their districts."

## NAUTICAL INTELLIGENCE.

### MEDITERRANEAN, LIGHT ON PLANA ISLAND.

COAST OF VALENCIA, SPAIN.

HYDROGRAPHIC OFFICE, January 7th, 1854.

The Spanish government has given notice that from especial circumstances, it has not been possible to display the light on Plana Island, on the coast of Valencia, on the day which had been fixed for that purpose.

And therefore the notice number 146, issued by this office, which states that the above light would be shown on the 1st January, is for the present canceled.

### LIGHT ON CAPE CORROBEDO, COAST OF SPAIN, (ATLANTIC.)

HYDROGRAPHIC OFFICE, December 31st, 1853.

The Spanish Government has given notice that on the 20th of February next, a fixed light will be displayed from Cape Corrobedo, in Galicia, on the northwest coast of Spain.

It will stand in  $42^{\circ} 34' 38''$  N. and  $9^{\circ} 4' 32''$  W. of Greenwich; and being 102 feet above the level of the sea, will be visible from the deck of a moderate sized vessel, at the distance of fifteen miles.

### MARINE SIGNALS AT THE BAR OF TAMPICO.

NEW ORLEANS, January 20, 1854.

The following signals have been ordered to be made at the Bar of Tampico, for vessels at sea:—

Two black balls at the yard arm of a small yard, placed horizontally from north to south, at the upper extremity of the mast that supports the signal light, means that the bar is not passable.

One black ball at the north yard arm, means that the channel is in that direction and that it is passable.

One black ball at the south yard arm, means that the channel is in that direction, and that it is passable.

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One black ball amidships of the yard, means that the channel is in the middle, and that it is passable.

Two black balls, one under the other, at the north yard arm, asks the vessel if she wants provisions.

Two black balls on the south yard arm asks if she wants water.

When the vessel wants what is asked of her, she is to answer by hoisting her flag at the fore.

F. DE ARRANGOIX, Mexican Consul-General.

### VESSELS WRECKED IN 1853.

A complete summary of the principal vessels wrecked during the year 1853 is given below. Appended to this statement is a recapitulation, exhibiting the aggregate loss of life by marine disasters during the year. The total number of persons lost was 1,924. The destruction of the clipper *White Squall*, the mammoth ship *Great Republic*, the packet *Joseph Walker*, and the United States mail steamship *Cherokee*—accidents occurring while those ships lay at this port—are included in the catalogue; for, although they are not properly to be classed among the disasters at sea, they were yet nearly ready for sea, and one had just reached port and was discharging cargo. Perhaps the heaviest losses, unattended by destruction of human life, were occasioned by the burning of these four vessels.

#### NUMBER OF LIVES LOST BY WRECKS IN 1853.

| Date.                              | Vessel.                         | No. lost. | Date.    | Vessel.                     | No. lost. |
|------------------------------------|---------------------------------|-----------|----------|-----------------------------|-----------|
| Jan. 6                             | Schooner James C. Fisher        | 2         | Sept. 25 | Dutch steamer in Zuyder Zee | 102       |
|                                    | Louisa Emilia                   | 40        |          | Iron ship Camerton          | 30        |
|                                    | Brig Lilly                      | 32        | Sept. 28 | Schooner Pledge             | 5         |
| Feb. 16                            | Steamship Independence          | 129       | 29       | Ship Annie Jane             | 300       |
|                                    | Brig Vintage                    | 10        | Oct. 23  | Steamer Ajax                | 5         |
| Feb. 24                            | Schooner Mary E. Balch          | 2         |          | Schooner S. P. Burnham      | 5         |
|                                    | Ship Queen Victoria             | 55        |          | Ship Liverpool              | 15        |
| Mar. 4                             | Schooner Splendid               | 2         | Nov. 28  | Screw steamship Marshall    | 150       |
|                                    | Schooner Narcissa               | 2         | Dec. 4   | Schooner Henry Clay         | 1         |
| Mar. 10                            | Sea Bird                        | 3         | 8        | Revenue cutter Hamilton     | 7         |
| April 1                            | Iron steamer Duke of Sutherland | 6         | 24       | Steamship San Francisco     | 150       |
| April 29                           | Steamer Ocean Wave              | 28        | 29       | Clipper ship Staffordshire  | 140       |
| May 15                             | St'mship Monumental City        | 32        |          | Schooner Moselle            | 4         |
| June 17                            | Ship Nesree                     | 340       |          | Schooner Lowell             | 3         |
| July 20                            | Ship Lady Evelyn                | 264       | Dec. 31  | Steamer Pearl               | 18        |
| July 28                            | Ship Charles Clark              | 5         |          | Brig Hyperion               | 8         |
| Aug. 23                            | Bark Meridian                   | 4         |          |                             |           |
| Total lives lost (33 vessels)      |                                 |           |          |                             | 1,899     |
| Add estimate coasting vessels, &c. |                                 |           |          |                             | 25        |
| Aggregate mortality                |                                 |           |          |                             | 1,924     |

#### NUMBER OF VESSELS.

|                                            |     |
|--------------------------------------------|-----|
| Number of sea vessels lost during the year | 110 |
| Fishing smacks destroyed in gales          | 20  |
| Total number of vessels destroyed          | 130 |

### NEW HARBOR FOR MONTREAL.

The Montreal Harbor Commissioners recommend the construction of a new harbor for that city, deep enough to accommodate sea-going vessels, and including an area of some 18 or 20 acres. They propose that the harbor be constructed between Mun's Island and the main land. Here, beside being convenient to the railway trade, it would be connected with the canal, which is an important consideration. The harbor is expected to cost \$300,000.



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## JOURNAL OF MINING AND MANUFACTURES.

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### FOUNDATION OF LOWELL AND CALICO PRINTING.

In 1844 the Middlesex Mechanic Association of Lowell requested, by a unanimous resolution, the Hon. Nathan Appleton to sit for a portrait to be placed in the hall of that institution. To this request Mr. A. signified a ready compliance, and the portrait was completed by Healy, a distinguished artist, in 1846.

The letter of Mr. Appleton to the Association in reply to the invitation, contains facts relative to the early history of manufactures in Lowell, which are of interest, and worthy of record, as will be seen by the following extracts:—

I consider myself indebted for this invitation to my connection with the original foundation of the city of Lowell. Under this idea, the figure is represented as contemplating the process of calico printing by the presses of the Merrimack Company, the first establishment formed for this purpose in the United States.

As connected with this fact, and as constituting the germ of the present city of Lowell, the following circumstances might be thought interesting. Mr. Patrick T. Jackson and myself had been amongst the original associates who established the Boston Manufacturing Company at Waltham, in which the power loom was first brought into successful operation on this side the Atlantic. The success of that establishment had satisfied us that the time had arrived for undertaking the manufacture and printing of calicoes, and in the summer of 1821 we made an excursion into New Hampshire, in search of a suitable water power.

Soon after our return, the idea was suggested to Mr. Jackson of purchasing the stock of the Patucket Canal, on the Merrimack river, together with such lands as might be necessary for using the great water power which might be created by its enlargement. He communicated the same to me. After ascertaining that Mr. Kirk Boott was willing to join us in the enterprise, and to become the manager and agent to carry it into effect, we proceeded through trustworthy agents to purchase the canal, and the most important adjoining lands. It was not until these had been secured that we thought proper to visit the scene. I well recollect the first visit. It was in the month of November, 1821, and a slight snow covered the ground. The party consisted of Messrs. P. T. Jackson, Kirk Boott, Warren Dutton, Paul Moody, John W. Boott, and myself. We perambulated the grounds and scanned the capabilities, and it may be worth recording, that so sensible were we of its future importance, that I distinctly recollect the remark made by one of the party, that some of us might probably live to see the place contain twenty thousand inhabitants. We proceeded with new associates to organize the Merrimack Manufacturing Company, with a capital of six hundred thousand dollars, to which corporation the whole property was conveyed. The enlargement of the canal was finished during the two following summers, and on or about the first day of September, 1823, the first water wheel performed its revolutions. The city now contains, I am told, upwards of thirty thousand inhabitants.

In the *Merchants' Magazine* for April, 1848, we published a biographical sketch of Patrick Tracy Jackson, written by John A. Lowell, Esq., which at the time elicited a letter from Mr. Appleton. From that letter we make an extract, explanatory of the letter of Mr. Lowell, which we give below. Mr. Appleton, referring to his letter to the Middlesex Mechanic Association says:—

Your memoir of Mr. Jackson, published in *Hunt's Merchants' Magazine* for April last, contains an account of his connection with the original purchase of the lands and water power, constituting the present city of Lowell. The discrepancy of the two accounts cannot fail to strike every one comparing them, as irreconcilable, without the supposition of a decided mistake, on the one part or the other. Your memoir is at variance with my statement, inasmuch as it represents Mr. Jackson as acting singly in the conception of the project, and as having made the necessary purchases single-handed, on his own account and risk; whilst I represent myself as participating fully in the original counsel, and, in conjunction with Mr. Boott, as having shared equally in all the purchases necessary to carry the project into effect."

Mr. Lowell, in reply to Mr. Appleton, satisfactorily explains the discrepancy, to which the former alludes in the preceding extract, as will be seen by the following letter:—

Boston, May 30, 1848.

MY DEAR SIR:—You call my attention to an apparent discrepancy between my account of the origin of the city of Lowell, in a memoir of the late Mr. Patrick T. Jackson, published in *Hunt's Merchants' Magazine* for April last, and that furnished by you in a letter to the Middlesex Mechanics' Association, of December 30, 1846.

My account was founded, as you are aware, upon a written statement by Mr. Jackson himself. On carefully collating this with your letter, it appears to me that they are entirely reconcilable. It is well known, and was always admitted by Mr. Jackson, that the scheme of establishing works for making and printing calicoes originated with you, and that his hopes of success in that particular business rested mainly on your opinion. The manufacture at Waltham had been confined to plain or unprinted goods. To carry out this scheme, your attention had been turned to the necessity of procuring some locality, with a better water power. When Mr. Jackson proposed to yourself and Mr. Kirk Boott to join him in the purchase of the Patucket Canal and the adjoining lands, you at once acquiesced, and the whole thing was completed at your joint risk and expense, before it was offered to the proprietors of the Waltham Company.

So far both accounts agree. But Mr. Jackson says that previously to making this proposition to you, he had taken measures to secure this property, and incurred risk and responsibility. I do not see that this conflicts in the slightest degree with your statement. The moment the project was presented to you, you heartily concurred in it, and assumed your part of the expense and hazard. This is all you say in your letter to the Association. That expense and hazard was in no degree diminished by the fact that Mr. Jackson had conceived the scheme and taken the first steps for its execution. The only reason why I did not relate in my memoir your share in the honor of this enterprise, was that I thought it more proper in an obituary notice to avoid naming any person still living.

I am, with much respect, your most obedient servant,

HON. NATHAN APPLETON.

J. A. LOWELL.

#### SILK MANUFACTURES AT LYONS, FRANCE.

We have received from our friend, Dr. C. S. J. GOODRICH, United States Consul at Lyons, the autograph letter of the President of the Chamber of Commerce at Lyons, in answer to some questions addressed by our consul to that functionary. Dr. Goodrich writes us that the President of the Chamber is the only person at Lyons who can give the statistics:—

LE PRESIDENT DE LA CHAMBRE DE COMMERCE A LYON.

To the Consul of the United States.

LYONS, Dec. 19, 1853.

SIR:—I regret not having answered sooner your favor of the 26th of October. My delay has been occasioned by absence on my part, and the difficulty of answering the questions you propose.

There are no exact statistics of the silk manufacture at Lyons, and I can only give you a general estimate, for the correctness of which I cannot vouch, but it approaches very nearly to the exact results.

During the present year and the two preceding, the manufacturers of silk at Lyons have employed about sixty thousand machines (metiers), scattered over a district of about forty miles. These machines have consumed about two millions five hundred thousand kilogrammes of silk, valued at one hundred and sixty millions francs, and the manufactured stuffs at two hundred and fifty millions of francs.

It is estimated that the home consumption amounts to one-fourth or one-third of that quantity. The balance is exported to all parts of the civilized world. But by far the largest foreign market is found in the United States.

Such are, sir, the only general particulars which I can give you at present; and if there are any other points upon which you desire to be informed, I will endeavor to satisfy you, if possible. Accept, sir, my high considerations.

C. S. GOODRICH.

BRESSE L'AINE.

## THE MANUFACTURE OF SOAPS AND PERFUMERY.

PERFUMERY has been used, to more or less extent, by all civilized nations, as far back as we have records, both in sacred and profane history. It is recorded in Exodus that the Lord commanded Moses to mix certain perfumes into an holy ointment, and anoint therewith Aaron, his sons, the altar of the tabernacle, and the vessels belonging thereto. Furthermore, Moses speaks of being commanded to take other sweet spices, and prepare them after the manner of the apothecary, into a pure and holy perfume, to be offered up to the Lord. These perfumes must have been known to the Egyptians, as Moses was residing in that country at that time. There is abundant evidence in the sacred writings of their being used by the Hebrews in their religious rites and ceremonies, for perfuming their bodies while living, as well as for the purpose of embalming them after death. Perfumes were in general use among the Greeks and Romans, and, together with sweet-scented flowers, were intimately connected with Athenian dinners, and used at sacrifices to regale their heathen deities; at feasts, to increase the pleasures of sensation; at funerals, to overpower the cadaverous smells, and appease the manes of the dead; and in theaters, to counteract the offensive effluvia arising from a crowd. The saloons where any entertainment was to be given were perfumed by burning myrrh, frankincense, and other articles. The suppliers of perfumery occupied a considerable place in the list of artisans who contributed to the embellishment of a Grecian lady of fashion. There was a statute of Solon forbidding the sale of perfumery by the male sex. Socrates objected to the use altogether. "There is the same smell," said he, "in a gentleman and a slave, when both are perfumed." The only odors worth cultivating, in his opinion, were those arising from honorable toils and the "smell of gentility." But notwithstanding the advice of the wise men, the people still adhered to their tastes and inclinations; they pomaturated their hair, scented their handkerchiefs, and laved their limbs in fragrant waters. The custom thus established has been practiced by succeeding ages, and diffused a great influence upon the people. Perfumery is now generally used by all nations.

That eminent chemist, Baron Liebig, says—"The civilization and refinement of a nation is shown by the quantity and quality of soap which they consume." France is the grand bazar and fashionable depot for all the exquisite productions of this art; her people consider perfumery as one of the necessities of life—and they not only use immense quantities, but scatter an extensive surplus throughout other countries. Large quantities are consumed in the United States. We not only have extensive warehouses for its exclusive sale, but the assortment of a drug-store is not complete without an extensive stock of perfumery, which has become a principal part of the business of an apothecary. The passion for perfumery is not confined to any particular class—for while the wealthy and fashionable purchase the delicately fragrant extracts and highly perfumed soaps, the humbler classes content themselves with cheaper articles, according to their limited means. The manufacturer must therefore produce all the different varieties and qualities to supply the wants of the public. Formerly, most of our choice perfumes were imported from different parts of Europe, principally from England and France. From the former, our shaving and toilet soaps; and from the latter, perfumed spirits, extracts, pomades, oils, &c. The demand for perfumery, increasing with the rapid growth of the country, and consequently the greater indulgence in luxuries, has recently induced many to establish laboratories for manufacturing it at home. Messrs. Beck & Co., of Boston, have an extensive establishment for this branch of trade, and have exhibited soaps, perfumery, and other toilet articles, equal, if not superior to any in the world. They are the sole proprietors of Isaac Babbitt's cream soaps, which have become justly celebrated for the purity of the materials, and the perfect manner by which they are combined together. They employ experienced chemists, and the most competent men to conduct their establishment. They have commenced business under the most favorable auspices, and have already received the highest premiums from those fairs where their articles have been exhibited. They have also received testimonials from some of the most eminent chemists, of their purity and perfection. There are many flowering plants and shrubs in this country whose fragrance has never been extracted, to add to the already extensive catalogue of perfumes. Messrs. Beck & Co. have already added the May-flower, or trailing arbutus, and the clethera, two American wild-flowers, whose fragrance is not excelled by any of foreign growth. In addition to their articles for the toilet, they prepare cooking extracts for flavoring almost everything in the culinary department, which are got up with great care and good taste. Their washing powder, an excellent substitute for soap, intended for the laundry only, is an article of great merit, and will soon take the place of the many fluids invented for this purpose.

We have tested, by the almost daily use in our family, several of Mr. Beck's articles—particularly the shaving cream and soap, and are free to say that they have afforded entire satisfaction. As a whole, they are not surpassed, in our judgment, at home or abroad.

#### MANUFACTURE OF SALT IN NEW YORK.

The whole quantity of salt manufactured and inspected on the Onondaga Salt Springs Reservation (in the State of New York) during the year 1853, is *five millions, four hundred and four thousand, four hundred and fifty-three bushels*. The Salt Springs belong to the State of New York, and are leased to the manufacturers of the article.

The number of bushels of Onondaga salt reaching tide-water, and the ports of Buffalo, Oswego, and Whitehall, during the year, is as follows:—

|                  |           |                 |           |
|------------------|-----------|-----------------|-----------|
| Tide-water ..... | 92,491    | Oswego .....    | 2,734,264 |
| Buffalo .....    | 1,055,723 | Whitehall ..... | 14,686    |

The following statement shows the number of bushels of salt made at the Onondaga Salt Springs since June 20, 1797, which is the date of the first leases of salt lots:—

|                          |            |            |          |           |
|--------------------------|------------|------------|----------|-----------|
| 1797.....bushels.        | 25,474     | 1825 ..... | bushels. | 757,203   |
| 1798.....                | 57,928     | 1826 ..... |          | 811,023   |
| 1799.....                | 42,574     | 1827 ..... |          | 983,410   |
| 1800.....                | 50,000     | 1828 ..... |          | 1,160,888 |
| 1801.....                | No report. | 1829 ..... |          | 1,291,280 |
| 1802.....                | 75,593     | 1830 ..... |          | 1,435,446 |
| 1803.....                | 90,335     | 1831 ..... |          | 1,514,037 |
| 1804.....                | No report. | 1832 ..... |          | 1,652,985 |
| 1805.....                | 154,071    | 1833 ..... |          | 1,838,646 |
| 1806 from April 25....   | 122,557    | 1834 ..... |          | 1,943,252 |
| 1807 .....               | 165,448    | 1835 ..... |          | 2,209,867 |
| 1808 { to April 13 ..... | 131,808    | 1836 ..... |          | 1,912,858 |
| { from April 13....      | 187,872    | 1837 ..... |          | 2,161,287 |
| 1809 from June 14....    | 128,282    | 1838 ..... |          | 2,575,033 |
| 1810 .....               | 450,000    | 1839 ..... |          | 2,864,718 |
| 1811 .....               | 200,000    | 1840 ..... |          | 2,622,305 |
| 1812 .....               | 221,011    | 1841 ..... |          | 3,340,769 |
| 1813 .....               | 226,000    | 1842 ..... |          | 2,291,903 |
| 1814 .....               | 295,215    | 1843 ..... |          | 3,127,500 |
| 1815 .....               | 322,058    | 1844 ..... |          | 4,003,554 |
| 1816 .....               | 348,234    | 1845 ..... |          | 3,762,358 |
| 1817 .....               | 448,665    | 1846 ..... |          | 3,833,581 |
| 1818 .....               | 406,540    | 1847 ..... |          | 3,951,351 |
| 1819 .....               | 526,049    | 1848 ..... |          | 4,737,126 |
| 1820 .....               | 548,374    | 1849 ..... |          | 5,083,369 |
| 1821 .....               | 458,329    | 1850 ..... |          | 4,268,919 |
| 1822 .....               | 481,562    | 1851 ..... |          | 4,614,117 |
| 1823 .....               | 726,988    | 1852 ..... |          | 4,922,533 |
| 1824 .....               | 816,634    | 1853 ..... |          | 4,404,453 |

#### A NEW MODE OF MANUFACTURING PAINT BRUSHES.

A very simple and effectual mode of manufacturing paint brushes, without involving the necessity of driving the handle through the center of the brush, has been invented by Adonijah Randel, of Williamsburgh, N. Y. The nature of his invention consists in placing the hair of which the brush is to be made in a metal ring, and securing it therein by cementing or sizing the roots, so as to prevent the escape of the hairs, and then uniting the back end of the ring by riveting or otherwise, with a back plate, which receives the handle. The hair is most effectually secured in this manner, and it forms a solid brush; it is easily constructed, durable, and more convenient than those in use. Measures have been taken to secure a patent.



## LEAD TRADE OF THE UPPER MISSISSIPPI.

The following, from responsible authority, is a correct abstract of the statistics of the lead trade of the Upper Mississippi Mines from 1842 to 1854:—

| Years.     | No. of Pigs produced. | Weight in pounds. | Price of 1,000 lbs. Mineral. | Price of 100 lbs. Lead. | Actual value in Galena. |
|------------|-----------------------|-------------------|------------------------------|-------------------------|-------------------------|
| 1842.....  | 447,909               | 31,353,630        | \$12 85                      | \$2 24                  | \$702,321 31            |
| 1843.....  | 559,261               | 39,148,270        | 12 60                        | 2 34                    | 916,069 51              |
| 1844.....  | 624,672               | 43,727,040        | 16 88                        | 2 82                    | 1,220,357 12            |
| 1845.....  | 778,498               | 54,494,862        | 17 67                        | 2 96                    | 1,613,247 83            |
| 1846.....  | 732,403               | 51,268,210        | 17 33                        | 2 88                    | 1,481,651 26            |
| 1847.....  | 772,656               | 54,035,920        | 19 16                        | 3 17                    | 1,714,523 68            |
| 1848.....  | 681,969               | 47,737,830        | 19 82                        | 3 24                    | 1,546,705 69            |
| 1849.....  | 628,934               | 44,025,380        | 22 18                        | 3 67                    | 1,615,731 44            |
| 1850.....  | 568,589               | 39,801,230        | 24 10                        | 4 20                    | 1,671,651 66            |
| 1851.....  | 474,115               | 33,188,050        | 25 51                        | 4 08                    | 1,354,062 44            |
| 1852.....  | 488,628               | 28,603,960        | 25 87                        | 4 12                    | 1,178,483 05            |
| 1853.....  | 425,814               | 29,806,980        | 34 41                        | 5 50                    | 1,639,383 90            |
| Total..... | 7,103,448             | 497,241,360       |                              |                         | \$16,657,988 94         |

We also have the following statement of the shipment of lead from the Upper Mississippi Mines, from March 21 to December 1, inclusive:—

| Places from whence shipped.                                | No. of Pigs. | Weight in lbs. | Value at Mines: |
|------------------------------------------------------------|--------------|----------------|-----------------|
| Shipped south, via river,                                  |              |                |                 |
| From Galena.....                                           | 318,543      | 22,298,010     | \$1,226,340 55  |
| From Dubuque.....                                          | 43,852       | 3,069,640      | 178,830 20      |
| From Potosi.....                                           | 23,086       | 1,616,020      | 88,881 10       |
| From Cassville.....                                        | 14,106       | 943,020        | 54,616 10       |
| From Buena Vista.....                                      | 2,676        | 187,330        | 10,352 60       |
| From mines on the east side of the river to the Lakes..... | 23,471       | 1,642,970      | 90,363 05       |
| Total.....                                                 | 425,814      | 29,336,980     | 1,639,383 90    |

The above statements show the importance of the lead trade of the Galena mines—their product amounting in twelve years to nearly \$17,000,000. The opening of a railroad to Galena, next spring, and the introduction of machinery and capital in working the mines, is destined to add greatly to the amount of this trade, and to render Galena one of the most important cities of the West.

## THE VALUE OF IRON.

To show how cheaply iron is obtained, and how the mechanical skill and labor expended upon it totally overshadow the price, a number of the *British Quarterly Review* gives the following curious and instructive calculation:—

|                                                                         |            |
|-------------------------------------------------------------------------|------------|
| Bar iron, worth £1 sterling, is worth, when worked into horse shoes.... | £2 10 0    |
| Table knives.....                                                       | 36 0 0     |
| Needles.....                                                            | 71 0 0     |
| Penknife blades.....                                                    | 657 0 0    |
| Polished buttons and buckles.....                                       | 897 0 0    |
| Balance springs of watches.....                                         | 50,000 0 0 |
| Cast iron, worth £1 sterling, is worth, when converted into machinery.. | 4 0 0      |
| Larger ornamental work.....                                             | 45 0 0     |
| Buckles and Berlin work.....                                            | 600 0 0    |
| Neck chains.....                                                        | 1,886 0 0  |
| Shirt buttons.....                                                      | 5,896 0 0  |

Thirty-one pounds of iron have been made into wire upwards of one hundred and eleven miles in length, and so fine was the fabric that a part was converted, in lieu of horse hair, into a barrister's wig. The process followed to effect this extraordinary tenuity consists of heating the iron, and passing it through rollers of eight inches diameter, going at the rate of four hundred revolutions per minute, down to No. 4 on the gauge. It is afterwards drawn cold down to No. 38 on the same gauge, and so on till it obtains the above length in miles.

## THE MANUFACTURE OF SODA ASH.

Very strong furnaces are employed, and into each, according to its size, there is placed a quantity of salt, into which is poured about the same weight of the oil of vitriol. The interior of the furnace presents a splendid variety of flaming colors of green, blue, purple, and yellow. The mass is boiled for about six hours—the product is sulphate of soda. Each furnace communicates with a huge square stone pillar, having a hollow interior, which forms a condenser. Muriatic gas formed in the furnaces enters these condensers at the bottom. A tank is fitted to the top of each and filled with water. The hollow interior is filled loosely with coke. The water from the tank on the top trickles through the coke, to meet the muriatic gas which enters from below, and the meeting converts the gas into a liquid state and forms muriatic acid. After this the sulphate of soda is taken to other furnaces, (large crucibles they may be called,) each of which is charged with 250 lbs. of lime to a like amount of the sulphate, and about 150 lbs. of charcoal ground into powder. The mass is roasted for about one hour, and then taken out in burning cakes, like lava, and wheeled into great stone caves or receptacles. It is then called "black ash." Hot water is then suffered to run on this ash, and dissolving it, the liquid product is then run off by pipes to a reservoir, on its way to the coolers, which form merely stages on the path towards more furnaces. In the first it evaporates slowly into a residuum, which resembles a salt, from which it is conveyed into a brick furnace, and from that to two iron furnaces; in the first it remains for 8, and in the second for  $1\frac{1}{2}$  hours, before the carbonate of soda is produced.

The carbonate of soda is dissolved in tanks of warm water, and the contents are conveyed by pipes into a furnace, where they are exposed to a heat. During this period it must be raked with iron pokers for two or three hours. It is then drawn into a second furnace and managed in the same way, when it is taken out as a carbonate of soda. It is now dissolved in tanks filled with hot water, where the carbonate is allowed a considerable time to dissolve, and the contents are pumped up into a cistern, where it is again allowed time to consider its position, and deposit a residuum, until the liquor becomes tolerably clear, and is then removed to cast metal coolers, where it is allowed to stand from six to nine hours. From them it is then run off into a large malleable iron pan. This vessel is warmed until the contents are brought up to a heat of  $54^{\circ}$  on the hydrometer. The pan is then allowed to cool down until the contents are brought back to  $90^{\circ}$  or thereabouts, and run into flat cast-metal coolers. Very little is done to help the process of crystalizing, which closely resembles freezing, and takes a week to accomplish. The time varies with the season and temperature, and crystals of soda are more rapidly produced in winter than in summer, in cold than in warm weather. Upon the first day a thin filmy crust gathers over the surface of the cooler like the ice of an autumn morning on a stagnant pool. This crust gets daily thicker and stronger, until a considerable pressure is requisite to break the ice; and when broken, after the mass has become nearly solid, the appearance of the crystals, in every imaginable form and shape, hard as ice, clear as water, and sharp as steel at the edges, is extremely beautiful.

The crystals of soda soon become opaque when exposed to the air. Simple soda is dearer than the salts of soda, because about one pound of the ash will make two of the salt. The soda ash, before it reaches the market, is ground down beneath two immense stones.

## LAKE SUPERIOR COPPER MINES.

The *Detroit Inquirer* publishes the following extract of a letter received in that city from a party connected with some of the Lake Superior mines:—

I was last week all through the Isle Royale and Portage mines. They have each five shafts sunk, and are looking first-rate. The former is working 80 men, the latter 50. The former is looking pretty on their second level, at a depth of 130 feet. I don't think it looks as well, however, as their 70 feet level, but still there is considerable copper to be seen. They have a good deal of ground broken, and when they commence stamping, will turn copper out pretty handsomely. The Webster have just begun their first shaft; there is not much to be seen, but I think they have a good vein.

The Sheldon Company, which is on the section between the Albion and the Lake, have also just commenced sinking. They have the same veins as the Albion, of course, and consequently must find lots of copper.

The Albion has three shafts under way on the Portage vein, and are about sinking two on the Isle Royale vein, which we have opened by a cross-cut, at a place where it is twelve feet wide, composed chiefly of epodote. We expect to shift at least sixty tons next season.

The Montezuma looks well, has two shafts open, which continue to turn out nice stammy work. They intend sinking on the east vein, which bids fair to be some pumpkins. They are working only a small force, and therefore do not make any rapid improvements.

The Lodge Location, section 2, is the great theme here at present. It has both the Isle Royale and Portage veins through it for about five-eighths of a mile. They are making explorations on it at present. Messrs. Shaply and Crawford were out here the other day, and were delighted with all they saw at Portage Lake.

#### THE SUGAR MANUFACTURE.

The following interesting account of the first attempt to make sugar in Louisiana is from the Report of the United States Patent Office for 1847:—

Judge Rost, in his address before the Mechanical and Agricultural Association of Louisiana, gives an interesting description of the first attempt to make sugar in Louisiana, which shows from how small beginnings the great crop now raised of this article has proceeded. He says:—

"How is it with the sugar-cane in Louisiana? It was introduced here at an early day from the West Indies, and cultivated to a small extent at Terre aux Bœufs and in the neighborhood of New Orleans. Nobody at first imagined that sugar could be made of it. The juice was boiled into sirup, which sold at extravagant prices. In 1796, Mr. Bore, residing a few miles above New Orleans—a man reputed for his daring and his energy—formed the desperate resolve of making sugar. He increased his cultivation, put up the necessary buildings and machinery, and procured a sugar-maker from the West Indies. The day appointed for the experiment was come, and the operation was under way. The inhabitants of New Orleans and the coast had assembled there in great numbers; but they remained outside of the building, at a respectable distance from the sugar-maker, whom they looked upon as a sort of magician. The first strike came, and he said nothing; this they thought fatal, but still they remained fixed to the spot. The second strike was out; the sugar-maker carefully stirred the first, and then, advancing toward the assembled crowd, told them with all the gravity of his craft, 'Gentlemen, it grains.' 'It grains!' was repeated by all. They all rushed in to see the wonder; and, when convinced of the facts, scattered in all directions, greeting everybody they met with 'it grains!' And from the Balize to the Dubuque, from the Wabash to the Yellow Stone, the great, the all-absorbing news of the colony was, that the juice of the cane had grained in Lower Louisiana. It did grain; it has continued to grain: it grained the last season at the rate of 215,000,000 pounds; and, if no untoward action of the government prevents it, in ten years it will grain to the extent of more than double the quantity."

#### ATTIC SILVER MINE AT LAURIUM.

The veins of silver were situated in a range of pine-covered hills of no considerable height, affording quarries of good marble, in contact with which substance the silver was mostly found. These mines were probably opened at a very early period, but the precise date does not appear. The ore, or "silver earth," as the Greeks called it, was extremely hard, and probably very pure and rich in the yield of metal, as the Greeks, from their defective knowledge of chemical processes, could not extract the silver with profit when united with large proportions of other metals. Contrary to common experience, the ore appears to have assumed the form of layers rather than of veins.

The mines were worked either by perpendicular shafts or by tunneling the side of the hill. Pillars of the ore were of course left, or the superincumbent mass was supported by props of timber, which was largely imported for the purpose. The noxious vapors exhaled from the mines were carried off by shafts of ventilation. The ore was removed partly by simple machines, partly by unassisted labor. On reaching the mouth of the mine, they were broken small with iron pestles in stone mortars.

These pieces were then ground down smaller, washed, strained through sieves, and sorted into qualities of different richness.

In the silver ore of Laurium lead was largely present, and, according to Pliny, the ore was first melted down to the substance called "stannum," a union of lead with silver. This was taken to the refining oven, where the silver was separated by heat, and the lead remained half glazed in the form of litharge, which in its turn was reduced. But the ancients were also familiar with the use of quicksilver, in the extraction of other metals, and the moderns have only a claim to re-discovery in this respect. The bellows and charcoal were employed to produce the extreme heat required in refining processes.

Various substances are mentioned as the products of these ancient metallic operations—the flower of gold and copper, the foam of silver, with some others, all of which were used in medicine. In the mines of Laurium copper, cinnibar, and sil, a lightish-yellow earth much used by painters, and containing iron, were also found.

### THE USES OF IRON.

ELIZA COOK gives in her *Journal* a racy and spicy sketch of the uses of iron, the modern civilizer, as follows:—

The Age of Gold and the Age of Bronze have given place to the Age of Iron. Iron is your true agent of civilization. So says Mr. Robert Stephenson, at Bangor. In sight of the Menai and Conway tubular bridges, he might feel justified in proclaiming this—though the saying might remind one of the "nothing like leather" maxim. Yet, assuredly, iron is a great power in the present age. It is revolutionizing the world. The iron rail and the iron wire of the telegraph has already brought towns so near to each other, that a country has now become one vast city. And iron railroads are bringing countries nearer to each other, and are binding them into one common interest. We even hear of an iron bond of union between England and Calcutta—a railway stretching across Europe and Asia Minor, rendering the distance in point of time between England and Calcutta only one week! Nor is the proposal a mere chimera; it is a thing that will be realized, and in our day. Fourteen years will probably see the Calais and Calcutta trains running. Iron will form the road, and iron locomotives the fiery horses to bear the iron carriages freighted with their living loads, along the great highway of civilization.

We have yet seen but the beginning of the gigantic power of railways. The next generation may see an extension of the Calais and Calcutta line to Peking, across the center of Asia. The New York and California Railway will then be "a great fact;" for Yankees are not dreamers, but hard, practical, energetic workers; and Asa Whitney's scheme will not remain long upon paper only.

But iron is also working away in other directions. Not to speak of iron bedsteads and iron drawing-room furniture, we have iron steamships, iron tubular bridges, iron viaducts, and iron light-houses. The queen has just ordered an iron ball-room to be constructed by Bellhouse, of Manchester, for her highland country seat at Balmoral. Then, have we not seen the iron and crystal palaces of all nations? There was the iron house, also, built at Manchester, by Fairbairn, for the Sultan of Turkey. We shall have iron cottages and furniture of all kinds soon—iron boats, iron stools, and iron crockery. The uses of the metal are endless, and its supply almost inexhaustible.

### INDIA RUBBER OVERSHOES.

Of all the uses to which India Rubber is applied, none is so important and beneficial to the human family as the manufacture of it into overshoes. A few years ago there was a strong prejudice against these shoes; they were called unhealthy, and fit only for enervated men and weak women. Well, even if they were beneficial to no others, if India Rubber shoes had done good to only one individual, this should have blunted the edge of prejudice. But against prejudice they have won their way into sensible and universal favor. It is well known that during rainy weather, but more especially during a thaw, when the ground has been covered with snow, the best leather boots and shoes cannot resist the entrance of moisture. People take cold more readily, we believe, by getting their feet wet and chilled than by any other cause. How many people have we known, who being compelled by circumstances to walk the streets in sloppy weather, have contracted cold from wet feet, and finally consump-



tion. Weakly people have suffered the most from such ills of human life; to them, especially, India Rubber overshoes is one of the greatest blessings of physical discovery. They resist moisture—they are impervious to wet; they keep the feet warm and dry when walking in the wet and cold penetrating snow, and they are, therefore, one of the greatest comforts. There are thousands of these India Rubber overshoes worn now for one pair that were worn fifteen years ago. They tend to prolong life, by keeping the feet warm and dry, thus preventing cold and disease, and at the same time they pour drops of comfort into the cup of life. The great necessities of life, the main essentials to general physical happiness, are plenty of food, warm clothing and dwellings. What would it signify if every man possessed a mountain of gold, if he could not keep his feet warm? A very poor consolation indeed. We are liable to overlook many things which have been done of late years to benefit the human family, and the claims of India Rubber shoes have not been so fully acknowledged as they should be.

## RAILROAD, CANAL, AND STEAMBOAT STATISTICS.

### DEPARTURE OF OCEAN MAIL STEAMSHIPS.

We give below the appointed days for the departure from Liverpool, Boston and New York, of the Cunard and Collins lines of mail steamers during the remainder of the year 1854:—

| FROM LIVERPOOL. |                    |             |          | FROM AMERICA. |                     |          |          |
|-----------------|--------------------|-------------|----------|---------------|---------------------|----------|----------|
| Boston....      | Satur...           | March 4.... | Cunard.  | Boston....    | Weds...March 1....  | Cunard.  |          |
| New York.       | Weds..             | " 8....     | Collins. | New York.     | Satur... "          | 4....    | Collins. |
| "               | Satur...           | " 11....    | Cunard.  | "             | Weds.. "            | 8....    | Cunard.  |
| Boston....      | " "                | " 18....    | "        | Boston....    | " "                 | " 15.... | "        |
| New York.       | Weds..             | " 22....    | Collins. | New York.     | Satur... "          | 18....   | Collins. |
| "               | Satur...           | " 25....    | Cunard.  | "             | Weds.. "            | 22....   | Cunard.  |
| Boston....      | " ..April 1....    | "           |          | Boston....    | " "                 | " 29.... | "        |
| New York.       | Weds..             | " 5....     | Collins. | New York.     | Satur...April 1.... | Collins. |          |
| "               | Satur...           | " 8....     | Cunard.  | "             | Weds.. "            | 5....    | Cunard.  |
| Boston....      | " "                | " 15....    | "        | Boston....    | " "                 | " 12.... | "        |
| New York.       | Weds..             | " 19....    | Collins. | New York.     | Satur... "          | 15....   | Collins. |
| "               | Satur...           | " 22....    | Cunard.  | "             | Weds.. "            | 19....   | Cunard.  |
| Boston....      | " "                | " 29....    | "        | Boston....    | " "                 | " 26.... | "        |
| New York.       | Weds..May 3....    | Collins.    |          | New York.     | Satur...May 29....  | Collins. |          |
| "               | Satur...           | " 6....     | Cunard.  | "             | Weds..May 8....     | Cunard.  |          |
| Boston....      | " "                | " 13....    | "        | Boston....    | " "                 | " 10.... | "        |
| New York.       | Weds..             | " 17....    | Collins. | New York.     | Satur... "          | 13....   | Collins. |
| "               | Satur...           | " 20....    | Cunard.  | "             | Weds.. "            | 17....   | Cunard.  |
| Boston....      | " "                | " 27....    | "        | Boston....    | " "                 | " 24.... | "        |
| New York.       | Weds..             | " 31....    | Collins. | New York.     | Satur... "          | 27....   | Collins. |
| "               | Satur...June 3.... | Cunard.     |          | "             | Weds.. "            | 31....   | Cunard.  |
| Boston....      | " "                | " 10....    | "        | Boston....    | " ..June 7....      | "        |          |
| New York.       | Weds..             | " 14....    | Collins. | New York.     | Satur... "          | 10....   | Collins. |
| "               | Satur...           | " 17....    | Cunard.  | "             | Weds.. "            | 14....   | Cunard.  |
| Boston....      | " "                | " 24....    | "        | Boston....    | " "                 | " 21.... | "        |
| New York.       | Weds..             | " 28....    | Collins. | New York.     | Satur... "          | 24....   | Collins. |
| "               | Satur...July 1.... | Cunard.     |          | "             | Weds.. "            | 28....   | Cunard.  |
| Boston....      | " "                | " 8....     | "        | Boston....    | " ..July 5....      | "        |          |
| New York.       | Weds..             | " 12....    | Collins. | New York.     | Satur... "          | 8....    | Collins. |
| "               | Satur...           | " 15....    | Cunard.  | "             | Weds.. "            | 12....   | Cunard.  |
| Boston....      | " "                | " 22....    | "        | Boston....    | " "                 | " 19.... | "        |
| New York.       | Weds..             | " 26....    | Collins. | New York.     | Satur... "          | 22....   | Collins. |
| "               | Satur...           | " 29....    | Cunard.  | "             | Weds.. "            | 26....   | Cunard.  |
| Boston....      | " ..August 5....   | "           |          | Boston....    | " ..August 2....    | "        |          |
| New York.       | Weds..             | " 9....     | Collins. | New York.     | Satur... "          | 5....    | Collins. |
| "               | Satur...           | " 12....    | Cunard.  | "             | Weds.. "            | 9....    | Cunard.  |

| FROM LIVERPOOL. |                |             |          | FROM AMERICA. |                |        |          |
|-----------------|----------------|-------------|----------|---------------|----------------|--------|----------|
| Boston...       | Satur...       | Aug. 19...  | Cunard.  | Boston....    | Weds...Aug.    | 16.... | Cunard.  |
| New York.       | Weds...        | " 23....    | Collins. | New York.     | Satur... "     | 19.... | Collins. |
| "               | Satur...       | " 26....    | Cunard.  | "             | Weds... "      | 23.... | Cunard.  |
| Boston....      | "              | Sept. 2.... | "        | Boston....    | "              | 30.... | "        |
| New York.       | Weds...        | " 6....     | Collins. | New York.     | Satur...Sept.  | 2....  | Collins. |
| "               | Satur...       | " 9....     | Cunard.  | "             | Weds... "      | 6....  | Cunard.  |
| Boston....      | "              | " 16....    | "        | Boston....    | "              | 13.... | "        |
| New York.       | Weds...        | " 20....    | Collins. | New York.     | Satur... "     | 16.... | Collins. |
| "               | Satur...       | " 23....    | Cunard.  | "             | Weds... "      | 20.... | Cunard.  |
| Boston....      | "              | " 30....    | "        | Boston....    | "              | 27.... | "        |
| New York.       | Weds...October | 4....       | Collins. | New York.     | Satur... "     | 30.... | Collins. |
| "               | Satur...       | " 7....     | Cunard.  | "             | Weds...October | 4....  | Cunard.  |
| Boston....      | "              | " 14....    | "        | Boston....    | "              | 11.... | "        |
| New York.       | Weds...        | " 18....    | Collins. | New York.     | Satur... "     | 14.... | Collins. |
| "               | Satur...       | " 21....    | Cunard.  | "             | Weds... "      | 18.... | Cunard.  |
| Boston....      | "              | " 28....    | "        | Boston....    | "              | 25.... | "        |
| New York.       | Weds...Nov.    | 1....       | Collins. | New York.     | Satur... "     | 28.... | Collins. |
| "               | Satur...       | " 4....     | Cunard.  | "             | Weds...Nov.    | 1....  | Cunard.  |
| Boston....      | "              | " 11....    | "        | Boston....    | "              | 8....  | "        |
| New York.       | Weds...        | " 15....    | Collins. | New York.     | Satur... "     | 11.... | Collins. |
| "               | Satur...       | " 18....    | Cunard.  | "             | Weds... "      | 15.... | Cunard.  |
| Boston...       | "              | " 25....    | "        | Boston....    | "              | 22.... | "        |
| New York.       | Weds...        | " 29....    | Collins. | New York.     | Satur... "     | 25.... | Collins. |
| "               | Satur...Dec.   | 2....       | Cunard.  | "             | Weds... "      | 29.... | Cunard.  |
| Boston....      | "              | " 9....     | "        | Boston....    | "Dec.          | 6....  | "        |
| New York.       | Weds...        | " 13....    | Collins. | New York.     | Satur... "     | 9....  | Collins. |
| "               | Satur...       | " 16....    | Cunard.  | "             | Weds... "      | 13.... | Cunard.  |
| Boston....      | "              | " 23....    | "        | Boston....    | "              | 20.... | "        |
| New York.       | Weds...        | " 27....    | Collins. | New York.     | Satur... "     | 23.... | Collins. |
| "               | Satur...       | " 30....    | Cunard.  | "             | Weds... "      | 27.... | Cunard.  |

#### COMMERCE OF THE NEW YORK CANALS IN 1852 AND 1853.

The subjoined statement, showing the total quantity and value of each article which came to the Hudson River in the years 1852 and 1853, is compiled from official documents:—

#### THE FOREST.

|                           | 1852.                |           | 1853.       |            |
|---------------------------|----------------------|-----------|-------------|------------|
|                           | Quantity.            | Value.    | Quantity.   | Value.     |
| Fur and peltry .....      | lbs. 264,652         | \$344,048 | 188,200     | \$229,000  |
| <i>Product of Wood.</i>   |                      |           |             |            |
| Boards and scantling..... | ft. 542,428,787      | 9,398,861 | 667,959,700 | 10,687,355 |
| Shingles .....            | M. 62,285            | 217,999   | 38,650      | 139,527    |
| Timber.....               | cubic feet 4,003,913 | 681,376   | 5,236,916   | 890,276    |
| Staves .....              | lbs. 145,503,656     | 688,790   | 158,387,400 | 760,260    |
| Wood .....                | cords 17,446         | 87,233    | 10,578      | 50,246     |
| Ashes, pot and pearl..... | bbls. 37,220         | 1,079,851 | 31,808      | 869,631    |

#### AGRICULTURE.

|                                |                 |           |            |           |
|--------------------------------|-----------------|-----------|------------|-----------|
| <i>Product of Animals.</i>     |                 |           |            |           |
| Pork .....                     | bbls. 52,704    | 1,267,292 | 105,037    | 1,496,777 |
| Beef .....                     | " 89,215        | 1,034,113 | 95,737     | 760,152   |
| Bacon .....                    | lbs. 9,754,790  | 916,950   | 19,958,400 | 1,795,806 |
| Cheese .....                   | " 16,367,404    | 1,310,351 | 10,090,200 | 882,893   |
| Butter .....                   | " 7,902,715     | 1,468,532 | 5,170,000  | 827,200   |
| Lard oil .....                 | galls. ....     | .....     | .....      | .....     |
| Wool .....                     | lbs. 7,645,302  | 3,210,899 | 5,998,700  | 2,769,402 |
| Hides .....                    | " 763,511       | 108,297   | 940,500    | 117,563   |
| Lard, tallow, and lard oil.... | lbs. 10,672,731 | 1,173,712 | 11,557,600 | 1,213,548 |

*Vegetable Food.*

|                               | 1852.      |              | 1853.      |              |
|-------------------------------|------------|--------------|------------|--------------|
|                               | Quantity.  | Value.       | Quantity.  | Value.       |
| Flour.....bbls.               | 3,464,108  | \$15,685,965 | 8,080,899  | \$17,776,787 |
| Wheat.....bush.               | 6,754,946  | 6,878,291    | 9,436,807  | 12,862,217   |
| Rye.....bush.                 | 279,314    | 253,451      | 173,438    | 153,493      |
| Corn.....bush.                | 5,411,648  | 3,626,535    | 3,200,326  | 2,272,231    |
| Corn meal.....bbls.           | 14,174     | 39,688       | 2,236      | 6,447        |
| Barley.....bush.              | 2,280,485  | 1,664,754    | 2,582,106  | 2,078,595    |
| Oats.....bush.                | 4,837,487  | 2,136,290    | 4,047,247  | 1,821,261    |
| Bran and ship stuffs.....lbs. | 59,727,165 | 542,644      | 40,148,500 | 821,148      |
| Peas and beans.....bush.      | 122,489    | 149,996      | 74,654     | 67,189       |
| Potatoes.....bush.            | 779,871    | 441,300      | 490,075    | 274,946      |
| Dried fruit.....lbs.          | 190,504    | 15,241       | 665,700    | 52,456       |

*All other Agriculturals.*

|                             |            |           |           |           |
|-----------------------------|------------|-----------|-----------|-----------|
| Cotton.....lbs.             | 148,618    | 16,254    | 469,400   | 58,981    |
| Unmanufactured tobacco..... | 12,216,228 | 2,687,570 | 4,685,900 | 1,077,757 |
| Hemp.....                   | 1,403,122  | 91,208    | 963,500   | 62,628    |
| Clover and grass seed.....  | 2,150,075  | 161,275   | 1,217,200 | 85,204    |
| Flax seed.....              | 2,125,809  | 42,517    | 532,500   | 10,650    |
| Hops.....                   | 417,181    | 124,769   | 16,700    | 6,012     |

MANUFACTURES.

|                             |            |           |            |           |
|-----------------------------|------------|-----------|------------|-----------|
| Domestic spirits.....galls. | 4,617,658  | 1,040,855 | 3,823,408  | 860,266   |
| Beer.....bbls.              | .....      | .....     | .....      | .....     |
| Oil meal and cake.....lbs.  | 9,256,769  | 120,264   | 16,925,400 | 211,568   |
| Starch.....                 | .....      | .....     | .....      | .....     |
| Leather.....                | 6,877,815  | 1,100,644 | 7,307,100  | 1,096,065 |
| Furniture.....              | 1,263,466  | 126,346   | 474,400    | 49,812    |
| Bar and pig lead.....       | 11,255     | 563       | 171,700    | 9,444     |
| Pig iron.....               | 5,213,614  | 54,836    | 8,769,200  | 87,692    |
| Castings and iron ware..... | 3,056,428  | 108,887   | 2,836,800  | 99,288    |
| Bloom and bar iron.....     | 14,384,547 | 235,477   | 19,603,100 | 392,062   |
| Domestic woollens.....      | 187,653    | 178,270   | 150,700    | 135,630   |
| Domestic cottons.....       | 1,342,122  | 848,951   | 1,047,700  | 272,402   |
| Domestic salt.....          | 9,265,929  | 41,697    | 8,601,900  | 37,848    |
| Foreign salt.....           | 3,000      | 14        | 884,300    | 3,979     |
| Other merchandise.....      | 21,213,199 | 3,749,824 | 29,109,200 | 5,549,123 |

OTHER ARTICLES.

|                                 |             |           |             |           |
|---------------------------------|-------------|-----------|-------------|-----------|
| Live cattle, hogs, sheep.....   | 150,119     | 4,504     | 229,500     | 6,885     |
| Stone, lime, and clay..... lbs. | 113,497,567 | 156,569   | 168,152,800 | 252,229   |
| Gypsum.....                     | 11,270,128  | 22,641    | 8,409,500   | 17,660    |
| Mineral coal.....               | 14,820,600  | 36,052    | 50,724,100  | 126,810   |
| Copper ore.....                 | 54,697      | 8,204     | 2,378,000   | 368,590   |
| Sundries.....                   | 105,727,204 | 2,060,557 | 145,158,500 | 2,903,070 |

RECAPITULATION.

ESTIMATED VALUE OF ALL THE PROPERTY WHICH CAME TO THE HUDSON RIVER IN EACH OF THE YEARS ABOVE NAMED:—

|                     | 1852.        | 1853.        |
|---------------------|--------------|--------------|
| Forest.....         | \$12,487,658 | \$13,626,295 |
| Agriculture.....    | 45,009,889   | 48,336,343   |
| Manufactures.....   | 3,356,304    | 3,256,056    |
| Merchandise.....    | 3,748,824    | 5,549,128    |
| Other articles..... | 2,289,427    | 8,675,244    |
| Total value....     | \$66,893,102 | \$74,448,061 |

## ILLINOIS CENTRAL RAILROAD.

This road, of 731 miles of track, is to be completed in all this year. The finished and unfinished portions are detailed in the annexed table:—

| Counties traversed. | Miles track. | Mls. laid. | Mls. grad'g finished. | When completed, or to be completed. |              |
|---------------------|--------------|------------|-----------------------|-------------------------------------|--------------|
| Alexander .....     | 21.13        | 5          | 5                     | 1853                                | December 10. |
| Christian .....     | 19.25        | ....       | 16                    | 1854                                | June 1.      |
| Champaign .....     | 43.37        | ....       | 32                    | 1854                                | July 15.     |
| Clay .....          | 1.75         | ....       | 1                     | 1855                                | March 1.     |
| Cook .....          | 31.77        | 31.77      | 31.77                 | 1853                                | July 11.     |
| Coles .....         | 30.76        | ....       | 25.76                 | 1855                                | March 1.     |
| Cumberland .....    | 7.38         | ....       | 6                     | 1855                                | March 1.     |
| De Witt .....       | 16.76        | ....       | 14.50                 | 1854                                | June 1.      |
| Effingham .....     | 25.10        | ....       | 16                    | 1855                                | March 1.     |
| Fayette .....       | 28.26        | ....       | 13                    | 1854                                | October 15.  |
| Iroquois .....      | 36.64        | 33         | 35                    | 1853                                | December 19. |
| Jackson .....       | 25.51        | 14         | 23                    | 1854                                | February 1.  |
| Jo Davies .....     | 50.66        | ....       | 20                    | 1854                                | September.   |
| Kankakee .....      | 23.26        | 23.26      | 23.26                 | 1853                                | July 11.     |
| La Salle .....      | 32.51        | 16         | 26.50                 | 1853                                | November 14. |
| Lee .....           | 29.89        | ....       | 18                    | 1854                                | September.   |
| Macon .....         | 28.89        | ....       | 25                    | 1854                                | June 1.      |
| Marion .....        | 50.52        | ....       | 38                    | 1854                                | August 1.    |
| Marshall .....      | 5.13         | 5.13       | 5.13                  | 1853                                | May 16.      |
| McLean .....        | 26.88        | 26.88      | 26.88                 | 1853                                | May 16.      |
| Ogle .....          | 23.76        | ....       | 15                    | 1854                                | September.   |
| Putnam .....        | 12.63        | 12.63      | 12.63                 | 1853                                | May 16.      |
| Pulaski .....       | 12.75        | 12.75      | 12.75                 | 1853                                | December 10. |
| Perry .....         | 19.01        | ....       | 17                    | 1854                                | August 1.    |
| Shelby .....        | 17.51        | ....       | 14                    | 1854                                | June 1.      |
| Stephenson .....    | 27.64        | 25         | 27.64                 | 1854                                | January 9.   |
| Washington .....    | 20.88        | ....       | 18.50                 | 1854                                | August 1.    |
| Will .....          | 12.88        | 10.88      | 10.88                 | 1853                                | July 11.     |
| Woodford .....      | 19.14        | 19.14      | 19.14                 | 1853                                | May 16.      |
| Union .....         | 22.13        | 10         | 20                    | 1853                                | December 15. |
| Vermillion .....    | 6.40         | ....       | 6                     | 1854                                | April 1.     |
| Total .....         | 731.05       | 245.44     | 576.34                |                                     |              |

## TERRE-HAUTE AND RICHMOND RAILROAD.

This road extends from Terre-Haute to Indianapolis, and is seventy-three miles in length. According to the fifth annual report, the income of the company for the last fiscal year, ending December 31, 1853, is as follows:—

|                                               |              |
|-----------------------------------------------|--------------|
| From passengers .....                         | \$109,130 96 |
| From freight .....                            | 58,244 70    |
| From mails and expresses .....                | 10,600 31    |
| Total receipts .....                          | 177,975 97   |
| Net earnings, 1853 .....                      | \$111,644 60 |
| Net earnings, 1852 .....                      | 71,466 05    |
| Increase .....                                | 40,178 55    |
| Number of through passengers .....            | 32,155       |
| Number of way passengers .....                | 56,666       |
| Total number of passengers .....              | 88,821       |
| Number of miles run by passenger trains ..... | 50,306       |
| “ “ freight trains .....                      | 47,020       |
| “ “ gravel and ditching trains .....          | 32,139       |
| Total number of miles run .....               | 129,465      |



PHILADELPHIA AND READING RAILWAY.

The annual report of the President, John Tucker, Esq., of the operations of this road for the year 1853, shows a degree of prosperity that reflects very favorably with regard to the management. We give an abstract of the main facts. The old Board of Directors were re-elected. The earnings for the year were from the following sources :—

|                                         |             |    |
|-----------------------------------------|-------------|----|
| Earnings from passengers.....           | \$225,763   | 33 |
| “ merchandise carried.....              | 180,611     | 80 |
| “ coal carried, at \$1 42½ per ton..... | 2,254,694   | 17 |
| “ mail, &c.....                         | 27,218      | 29 |
| Total earnings.....                     | \$2,688,287 | 59 |
| Deduct working expenses.....            | \$1,056,551 | 53 |
| “ drawbacks, &c.....                    | 165,985     | 99 |
| “ interest and renewal.....             | 678,888     | 23 |
|                                         | 1,901,425   | 75 |
| Leaving for dividend fund.....          | \$786,161   | 84 |
| Add balance dividend fund for 1852..... | 2,115       | 66 |
| Total dividend fund.....                | \$788,977   | 50 |

Which has been disposed of as follows :—

|                                                          |           |    |
|----------------------------------------------------------|-----------|----|
| Dividend on preferred stock, July 1853, and Jan. 1854..  | \$108,626 | 00 |
| Dividend on common stock, July, 1853.....                | 172,934   | 83 |
| Paid State tax on dividends, Dec., 1852, and July, 1853. | 23,283    | 71 |
| Paid sinking funds for bonds, 1836 and 1860.....         | 25,000    | 00 |
| Paid sinking funds for bonds, 1849 and 1870.....         | 75,000    | 00 |
| Paid for balance at the Dr. of interest account.....     | 101,400   | 29 |
|                                                          | \$506,244 | 83 |
| Leaving for balance of dividend fund for 1853.....       | \$283,732 | 67 |

We learn that a dividend of 3½ per cent has since been declared upon the common stock, for January, 1854, which makes seven per cent for the year, on all the stock, and leaving a surplus of dividend fund on hand of \$52,152 89. The sinking funds give a fund for distribution in common stock of 1½ per cent on both stocks, in addition to the cash dividends, and leaves a surplus of \$1,075 29 for the preferred, and \$43,094 97 for the common stock, for future division. The gross receipts for 1853 exceed those of 1852, by \$207,661 18.

|                                      |           |    |
|--------------------------------------|-----------|----|
| Those from coal being in excess..... | \$104,017 | 00 |
| “ passengers “.....                  | 57,333    | 04 |
| “ merchandise, “.....                | 41,648    | 19 |
| “ United States Mail, &c.....        | 4,662     | 92 |
|                                      | \$207,661 | 18 |

The expenses in each department are less than in 1852, giving increased net profits of \$213,762 78.

THE WORCESTER AND NASHUA RAILROAD.

Among the many interior short lines of railroad in Massachusetts, this is now becoming a favorite investment. The line is built from Worcester, Massachusetts, through a succession of thriving villages and towns, to Nashua, N. H. The line of steamers, the Connecticut and Worcester, via New London and Allen's Point, via the Norwich and Worcester Railroad, connects at Worcester daily with this road, and freight and

passengers by that line are carried to Lowell, Nashua, Concord, Bellows' Falls, &c. The termini are among the most stirring and successful of our inland manufacturing cities, and the local traffic is of the most substantial and valuable character. This road likewise receives the benefit of a large through business from the North to the South. At a late meeting of the company the following exhibit of the business of the road was made for the year ending 30th November, 1853:—

|                                                               |             |                   |
|---------------------------------------------------------------|-------------|-------------------|
| Total expenditures for the year ending November 30, 1853..... |             | \$182,398 37      |
| Expenditures.....                                             | \$90,592 07 |                   |
| Interest .....                                                | 9,998 82    |                   |
|                                                               |             | <hr/> 100,590 39  |
| Net income after payment of interest. ....                    |             | \$81,807 98       |
| Dividend, \$2 25, in July, 1853 .....                         | \$34,195 50 |                   |
| Dividend, \$2 25, January, 1854.....                          | 44,844 00   |                   |
|                                                               |             | <hr/> \$76,039 50 |
| Surplus .....                                                 |             | \$5,768 48        |
| Increase of earnings over 1852 .....                          |             | \$20,289 17       |

It appears that the amount of capital actually paid in is about \$67 per share, thus showing that the dividends for the current year are but a fraction less than  $7\frac{1}{2}$  per cent on the actual capital. The whole number of shares in the hands of stockholders is 15,236, of which 15,216 are preferred and entitled to dividends, leaving only 20 shares unpreferred. The company held 2,878 shares of its stock, 2,500 of which were purchased of the Norwich and Worcester Railroad Company and are paid for. The balance was purchased by the corporation for non-payment of assessments.

#### VERMONT AND MASSACHUSETTS RAILROAD.

This railroad extends from Fitchburg to Greenfield, a distance of fifty-six miles. It has a branch road, which at Grant's Corner, forty-eight miles from Fitchburg; extends to Brattleborough, sixty-nine miles from the former place. It seems, from the annual report of the directors presented to the stockholders, at the annual meeting in Boston, on the 8th of February, 1844, that there has been a constant increase of business on this road ever since it was opened in 1843, as will be seen by the following table. The earnings were, in 1849, \$145,147 69; in 1850, \$177,694 68; in 1851, \$195,923 54; in 1852, \$220,906 70; in 1853, \$248,854 99.

|                               |              |
|-------------------------------|--------------|
| Gain in 1850 over 1849.....   | \$32,576 99  |
| " 1851 " 1850.....            | 19,228 86    |
| " 1852 " 1851.....            | 24,983 16    |
| " 1853 " 1852.....            | 27,948 29    |
| Earnings in 1853.....         | \$248,854 99 |
| Running expenses proper ..... | 133,592 45   |

Leaving a balance in favor of the road of. ....\$115,262 54

Out of this balance the road pays about \$68,000 interest on its mortgage bonds and debts.

The extra expenses of the past year for new freight cars, &c., &c., were about \$27,000.

The total indebtedness of the Vermont and Massachusetts Company is as follows:

|                                   |                      |
|-----------------------------------|----------------------|
| Total amount of bonds issued..... | \$959,000 00         |
| Notes payable.....                | 175,792 68           |
| Sundry small accounts.....        | 421 47               |
|                                   | <hr/> \$1,135,214 15 |

**EARNINGS OF THE ERIE RAILROAD.**

The following is a comparative statement of the earnings of the Erie Railroad for the years 1852 and 1853:—

|               | 1852.     | 1853.     |                | 1852.       | 1853.       |
|---------------|-----------|-----------|----------------|-------------|-------------|
| January.....  | \$171,400 | \$263,398 | July.....      | \$301,800   | \$318,182   |
| February..... | 201,300   | 287,011   | August.....    | 313,600     | 410,671     |
| March.....    | 251,100   | 363,837   | September..... | 375,100     | 516,019     |
| April.....    | 320,895   | 412,288   | October.....   | 376,838     | 552,995     |
| May.....      | 369,285   | 350,142   | November.....  | 348,162     | 503,327     |
| June.....     | 312,300   | 336,018   | December.....  | 352,138     | 415,402     |
| Total.....    |           |           |                | \$3,693,919 | \$4,729,290 |
| Increase..... |           |           |                |             | 1,035,301   |

**EARNINGS OF THE BALTIMORE AND OHIO RAILROAD.**

The following statement will show the earnings of the Baltimore and Ohio Railroad by months for the year ending Dec. 31st, 1853:—

| 1853.             | Main stem.   | Wash'ton Br. | 1853.      | Main stem.     | Wash'ton Br. |
|-------------------|--------------|--------------|------------|----------------|--------------|
| January....       | \$101,819 49 | \$27,529 10  | July.....  | \$164,140 42   | \$27,170 85  |
| February....      | 99,017 27    | 29,847 85    | August..   | 217,011 39     | 29,197 77    |
| March.....        | 216,267 37   | 54,153 02    | September. | 239,300 41     | 31,729 03    |
| April.....        | 200,219 59   | 32,527 47    | October... | 257,876 96     | 32,291 28    |
| May.....          | 204,950 01   | 32,318 66    | November   | 296,273 53     | 27,768 25    |
| June.....         | 189,967 51   | 30,642 84    | December.. | 294,066 76     | 28,097 61    |
| Total, 1853 ...   |              |              |            | \$2,480,910 71 | \$383,272 59 |
| Total, 1852 ..... |              |              |            | 1,511,732 52   | 356,697 62   |
| Increase.....     |              |              |            | 958,178 49     | 26,575 97    |

**MOBILE AND OHIO RAILROAD.**

From an estimate made by Capt. John Childe, Chief Engineer of this road, in a letter to Joshua Richardson, of the Tennessee Legislature, we gather the following items of cost per mile of the Mobile and Ohio Railroad, equipped ready for running. Taking actual contracts as the basis of prices:—

|                                                                           |             |
|---------------------------------------------------------------------------|-------------|
| 108 tons of rail per mile, at \$73 per ton, divided on the road .....     | \$7,884 00  |
| Six tons of joint-pieces and bolts, at \$90 per ton.....                  | 540 00      |
| Laying track & switches, including spikes, castings, and forging therefor | 700 00      |
| Buildings, turn-tables, water and water fixtures.....                     | 700 00      |
| One engine for 6 miles of road, at \$9,500.....                           | 1,583 00    |
| One passenger car to each 10 miles of road, at \$2,200.....               | 220 00      |
| Three freight cars to each 10 miles of road, at \$660, 2-3.....           | 995 00      |
| One gravel car to 4 miles .....                                           | 75 00       |
| Total.....                                                                | \$12,697 00 |

**CAMDEN AND AMBOY RAILROAD AND CANAL COMPANY.**

The report of the State Directors of the Camden and Amboy Railroad and the Delaware and Raritan Canal Companies, gives the gross receipts of the road for the year at \$1,744,207 02, and the expenditures at \$1,145,473 22, leaving for net earnings \$598,733 88. The gross receipts of the Canal Co. for the year are \$382,243 33, the expenditures for the same time \$151,754 90—excess, \$227,493 84; making \$826,227 92 excess by both companies. The whole amount of revenue to the State from the joint companies is \$150,545 04½; \$63,621 28½ from the railroad; \$35,088 76 from the canal; and \$51,835 for regular and extra dividends on stock owned by the State, and interest on the bonds of the Companies. The increase of way freight on the railroad during the last year is 26,118½ tons over that of last year.

## ANNUAL REPORT OF THE SOUTH CAROLINA RAILROAD.

According to the report, the income for the year from passage, freight, mails, &c. was \$1,215,279 20, and the expenses of the management, ordinary and extraordinary (the ordinary equal to 43 per cent.) \$555,536 88. Leaving a balance of \$643,742 83. Out of which have been provided interest on foreign and domestic debt, and for claims for damages, &c., \$199,773 72. And the remainder, \$463,768 61, has afforded two dividends of 4 per cent each, amounting to \$311,376, and transferred a balance of \$152,592 61 to the credit of surplus income for the year. Mr. Caldwell, the President of the company, says the road will require extensive improvements during the present year. The injuries done to the Columbia branch, near the Congaree, by the freshets of 1852, have not yet been fully repaired.

## STATISTICS OF POPULATION, &amp;c.

## CENSUS OF THE UNITED STATES IN 1850.

POPULATION, SQUARE MILES, DENSITY, ETC., OF THE UNITED STATES IN 1850.

| States & Territories. | Whites.           | Free Colored.  | Slaves.          | Total.            | Sq. Miles.       | Inhabitants to Sq. Mile. |
|-----------------------|-------------------|----------------|------------------|-------------------|------------------|--------------------------|
| Alabama .....         | 426,514           | 2,265          | 342,844          | 771,623           | 50,722           | 15.21                    |
| Arkansas .....        | 162,189           | 608            | 47,100           | 209,897           | 52,198           | 4.02                     |
| California ....       | 91,635            | 962            | .....            | 92,597            | 188,982          | 0.49                     |
| Carolina, N... ..     | 553,028           | 27,463         | 288,548          | 869,039           | 45,500           | 19.1                     |
| Carolina, S... ..     | 274,563           | 8,960          | 384,984          | 668,507           | 28,000           | 23.87                    |
| Columbia, D. of       | 37,941            | 10,059         | 3,687            | 51,687            | 50               | 1,033.74                 |
| Connecticut... ..     | 363,099           | 7,693          | .....            | 370,792           | 4,750            | 78.06                    |
| Delaware ....         | 71,169            | 18,073         | 2,290            | 91,532            | 2,120            | 43.17                    |
| Florida .....         | 47,203            | 932            | 39,310           | 87,445            | 59,268           | 1.48                     |
| Georgia.....          | 521,572           | 2,931          | 381,682          | 906,185           | 58,000           | 15.62                    |
| Illinois .....        | 846,034           | 5,436          | .....            | 851,470           | 55,409           | 15.37                    |
| Indiana .....         | 977,154           | 11,262         | .....            | 988,416           | 33,809           | 29.24                    |
| Indian Ter....        | .....             | .....          | .....            | .....             | 187,171          | ....                     |
| Iowa.....             | 191,881           | 333            | .....            | 192,214           | 50,914           | 3.77                     |
| Kentucky.....         | 761,413           | 10,011         | 210,981          | 982,405           | 37,680           | 26.07                    |
| Louisiana ....        | 255,491           | 17,462         | 244,809          | 517,762           | 41,346           | 12.52                    |
| Maine.....            | 581,813           | 1,356          | .....            | 583,169           | 35,000           | 16.66                    |
| Maryland ....         | 417,943           | 74,723         | 90,368           | 583,034           | 11,000           | 53.00                    |
| Massachusetts..       | 985,450           | 9,064          | .....            | 994,514           | 7,250            | 137.17                   |
| Michigan.....         | 395,071           | 2,583          | .....            | 397,654           | 56,243           | 7.07                     |
| Minnesota Ter.        | 6,038             | 89             | .....            | 6,077             | 141,839          | 0.04                     |
| Mississippi....       | 295,718           | 930            | 309,878          | 606,526           | 47,151           | 12.86                    |
| Missouri.....         | 592,004           | 2,618          | 87,422           | 682,044           | 65,037           | 10.49                    |
| Nebraska Ter..        | .....             | .....          | .....            | .....             | 136,700          | ....                     |
| N. Hampshire..        | 317,456           | 520            | .....            | 317,976           | 8,030            | 39.6                     |
| New Mexico T..        | 61,525            | 22             | .....            | 61,547            | 210,774          | 0.29                     |
| New York ...          | 3,048,325         | 49,069         | .....            | 3,097,394         | 46,000           | 67.33                    |
| New Jersey ..         | 465,509           | 23,810         | 236              | 489,555           | 6,851            | 71.46                    |
| Northwest Ter.        | .....             | .....          | .....            | .....             | 528,725          | ....                     |
| Ohio.....             | 1,955,050         | 25,279         | .....            | 1,980,329         | 39,964           | 49.55                    |
| Oregon Ter....        | 13,087            | 207            | .....            | 13,294            | 341,463          | 0.04                     |
| Pennsylvania ..       | 2,258,160         | 53,626         | .....            | 2,311,786         | 47,000           | 49.19                    |
| Rhode Island..        | 143,875           | 3,670          | .....            | 147,545           | 1,200            | 122.95                   |
| Tennessee.....        | 756,836           | 6,422          | 239,459          | 1,002,717         | 44,000           | 22.79                    |
| Texas.....            | 154,034           | 397            | 58,161           | 212,592           | 325,520          | 0.65                     |
| Utah Territory        | 11,330            | 24             | 26               | 11,380            | 187,923          | 0.06                     |
| Virginia.....         | 894,800           | 54,333         | 472,528          | 1,421,661         | 61,352           | 23.17                    |
| Vermont.....          | 313,402           | 718            | .....            | 314,120           | 8,000            | 39.26                    |
| Wisconsin ....        | 304,756           | 635            | .....            | 305,391           | 53,924           | 5.66                     |
| <b>Total.....</b>     | <b>19,553,068</b> | <b>434,495</b> | <b>3,204,313</b> | <b>23,191,876</b> | <b>3,306,865</b> | <b>7.01</b>              |



**ALABAMA.** Formed out of territory ceded to United States by South Carolina and Georgia. Admitted into the Union December 14, 1819.

**ARKANSAS.** Formed from territory ceded to United States by France. Admitted into the Union June 15, 1836.

**CALIFORNIA.** Formed of territory ceded by Mexico. Admitted into the Union September 9, 1850.

**CAROLINA, NORTH.** One of the thirteen original States. Ratified the Constitution of the United States November 21, 1789.

**CAROLINA, SOUTH.** One of the thirteen original States. Ratified the Constitution of the United States May 23, 1788.

**COLUMBIA, DISTRICT OF.** Formed from territory ceded by Maryland and Virginia. Established as seat of government July 16, 1790. Alexandria retroceded July, 1846.

**CONNECTICUT.** One of the thirteen original States. Ratified the Constitution of the United States January 9, 1788.

**DELAWARE.** One of the thirteen original States. Ratified the Constitution of the United States December 7, 1787.

**FLORIDA.** Formed from territory ceded to United States by Spain. Admitted into the Union March 3, 1845.

**GEORGIA.** One of the thirteen original States. Ratified the Constitution of the United States January 2, 1788.

**ILLINOIS.** Formed out of territory ceded to United States by Virginia. Admitted into the Union December 3, 1818.

**INDIANA.** Formed from territory ceded to United States by Virginia. Admitted into the Union December 11, 1816.

**IOWA.** Formed from part of the territory of Wisconsin. Admitted into the Union December 28, 1846.

**KENTUCKY.** Formed from the territory of Virginia. Admitted into the Union June 1, 1792.

**LOUISIANA.** Formed from territory ceded to United States by France. Admitted into the Union April 8, 1812.

**MAINE.** Formed out of part of the territory of Massachusetts. Admitted into the Union March 15, 1820.

**MARYLAND.** One of the thirteen original States. Ratified the Constitution of the United States April 28, 1788.

**MASSACHUSETTS.** One of the thirteen original States. Ratified the Constitution of the United States February 6, 1788.

**MICHIGAN.** Formed from territory ceded to United States by Virginia. Admitted into the Union January 26, 1837.

**MINNESOTA TERRITORY.** Territorial government established March 3, 1849.

**MISSISSIPPI.** Formed from territory ceded to United States by South Carolina. Admitted into the Union December 10, 1817.

**MISSOURI.** Formed from territory ceded to United States by France. Admitted into the Union August 10, 1821.

**NEW HAMPSHIRE.** One of the thirteen original States. Ratified the Constitution of the United States June 21, 1788.

**NEW MEXICO TERRITORY.** Formed from territory ceded by Mexico and Texas. Territorial government established September 9, 1850.

**NEW YORK.** One of the thirteen original States. Ratified the Constitution of the United States July 26, 1788.

**NEW JERSEY.** One of the thirteen original States. Ratified the Constitution of the United States December 18, 1787.

**OHIO.** Formed out of territory ceded to United States by Virginia. Admitted into the Union November 29, 1802.

**OREGON TERRITORY.** Territorial government established August 14, 1848.

**PENNSYLVANIA.** One of the thirteen original States. Ratified the Constitution of the United States December 12, 1787.

**RHODE ISLAND.** One of the thirteen original States. Ratified the Constitution of the United States May 29, 1790.

**TENNESSEE.** Formed of territory ceded to United States by North Carolina. Admitted into the Union June 1, 1796.

**TEXAS.** Independent republic. Admitted into the Union December 29, 1845.

**UTAH TERRITORY.** Territorial government established September 9, 1850.

**VIRGINIA.** One of the thirteen original States. Ratified the Constitution of the United States June 26, 1788.

VERMONT. Formed from part of the territory of New York. Admitted into the Union March 4, 1791.

WISCONSIN. Formed from part of the territory of Michigan. Admitted into the Union May 29, 1848.

## MERCANTILE MISCELLANIES.

### THE NEW YORK COTTON MARKET

FOR THE MONTH ENDING FEBRUARY 13.

PREPARED FOR THE MERCHANTS' MAGAZINE BY UHLHORN & FREDERICKSON, BROKERS,  
148 PEARL STREET, NEW YORK.

The market for the first week of the month under review opened with a fair demand from shippers, spinners, and speculators—the latter taking nearly one-sixth of the week's operations. Of the sales of the week a large portion consisted of cottons sold in *transitu* to foreign ports and to arrive here. In such sales a decline is more readily submitted to than for the same grade of cotton from store, and for purposes of re-shipment, or for forwarding into the interior, and sometimes it is an object to effect such sales, as it gives the purchaser a chance of a re-sale, and to the shipper the choice of the freight market. The foreign advices received this week were favorably construed, and holders of cotton were firm in asking full rates. At the close of the week January 23, there was less doing, but the quotations annexed were fully maintained, with sales of 13,732 bales, viz. :—

|                  |       |                       |       |
|------------------|-------|-----------------------|-------|
| Export.....bales | 5,467 | Speculation.....bales | 2,133 |
| Home use.....    | 5,062 | In transitu.....      | 1,070 |

The subjoined were the prices adopted by the New York Cotton Brokers' Association for the following qualities :—

|                    | Upland. | Florida. | Mobile. | N. O. & Texas. |
|--------------------|---------|----------|---------|----------------|
| Ordinary.....      | 7½      | 7½       | 8       | 8½             |
| Middling.....      | 9½      | 10       | 10½     | 10½            |
| Middling fair..... | 10½     | 10½      | 11½     | 11½            |
| Fair.....          | 11½     | 11½      | 11½     | 12½            |

With an increased stock and duller accounts from Liverpool, our market for the week ending January 30th, was extremely irregular, and prices generally were ½ a ¾c. per lb. lower than those of the preceding week. There was less disposition to operate, notwithstanding the increased offerings and a deficit in total receipts of over 600,000 bales, as compared with last year.

The apprehension of a general European war is the only feature that presents a more general inquiry for, and increased confidence in the staple. An advance in breadstuffs and the rates of interest of fully one hundred per cent, together with turn-outs in the manufacturing districts of more than 60,000 operatives, have failed to prejudice materially the price of cotton. Here, our own spinners are most lucratively employed, and every spindle that can *wabble* is set in motion. Looms of the antique pattern, which have long since been discarded, are now making their two inches of printing cloths per minute. The influence of our own spinners in the cotton market is felt daily, and the amount taking by them is rapidly increasing. The week's operations summed up 8,482 bales, at about the following quotations :—

|                  |       |                       |     |
|------------------|-------|-----------------------|-----|
| Export.....bales | 3,940 | Speculation.....bales | 991 |
| Home use.....    | 3,326 | In transitu.....      | 223 |

Prices adopted by the Board of Brokers for the following qualities:—

|                     | Upland. | Florida. | Mobile. | N. O. & Texas. |
|---------------------|---------|----------|---------|----------------|
| Ordinary .....      | 7½      | 7½       | 8       | 8½             |
| Middling .....      | 9½      | 10       | 10½     | 10½            |
| Middling fair ..... | 10½     | 10½      | 11½     | 11½            |
| Fair .....          | 11½     | 11½      | 11½     | 12½            |

For the week ending February 6th, the sales were the largest reported since the formation of the New York Cotton Brokers' Association. There was also more steadiness to prices, and the decline of the previous week recovered. The business was chiefly for export to Liverpool and the continent. Speculators took to the extent of 2,073 bales; holders were not free sellers unless at extreme rates. The accounts per the Asia being of a more satisfactory character, caused a steady maintenance of prices throughout the week, the market closing firm at the following quotations, with sales for the week of 16,175 bales, viz:—

|                  |       |                       |       |
|------------------|-------|-----------------------|-------|
| Export.....bales | 8,460 | Speculation.....bales | 2,073 |
| Home use.....    | 3,082 | In transitu.....      | 2,560 |

Quotations for the following qualities:—

|                     | Upland. | Florida. | Mobile. | N. O. & Texas. |
|---------------------|---------|----------|---------|----------------|
| Ordinary.....       | 8       | 8½       | 8½      | 8½             |
| Middling .....      | 10      | 10½      | 10½     | 10½            |
| Middling fair ..... | 10½     | 11       | 11½     | 11½            |
| Fair.....           | 11½     | 11½      | 11½     | 12½            |

The last week of the month under review, and ending February 13th, was one of "masterly inactivity;" the sales were small, and prices declined fully ¼c. per lb. on nearly all grades. Even this reduction offered no inducements to buyers, and forced sales were even made at a still greater decline. The uncertainty of the line of policy which the Emperor of Russia will adopt, and the general belief that war is inevitable, have caused an almost entire cessation of operations in our market; nor will there be much done until a decision in the matter is arrived at. The present state of uncertainty is much more harassing to business than a formal declaration of war would be. A favorable turn to affairs between Russia and Turkey would advance prices here materially. Holders were willing to await later advices before making further reductions; and the market for the week closed heavy at the following rates—sales for the week 4,490 bales, viz:—

|                  |       |                       |     |
|------------------|-------|-----------------------|-----|
| Export.....bales | 1,296 | Speculation.....bales | 503 |
| Home use.....    | 2,325 | In transitu.....      | 366 |

Below are the prices adopted by the Board for the following qualities:—

|                     | Upland. | Florida. | Mobile. | N. O. & Texas. |
|---------------------|---------|----------|---------|----------------|
| Ordinary.....       | 7½      | 7½       | 7½      | 8              |
| Middling .....      | 9½      | 9½       | 9½      | 10½            |
| Middling fair ..... | 10½     | 10½      | 11      | 11½            |
| Fair .....          | 11      | 11       | 11½     | 12½            |

But little remains to be said in regard to the extent of the incoming crop. Should the peace of Europe be disturbed for any length of time, the receipts at the ports would, of course, be limited; and the total up to the 1st of September next may not exceed 2,800,000 bales. On the other hand, present prices, with navigable streams, and foreign consumption not materially interfered with, would undoubtedly increase the receipts from 100,000 to 200,000 bales.

## THE MERCANTILE CHARACTER.

DANIEL N. HASKELL, Esq., the clever editor of the *Boston Transcript*, and a gentleman who has had some experience in commercial life, thus defends the character of that influential class of men—the merchants:—

As a class, we think the merchants of our country rarely have justice awarded to them by writers and speakers. If a preacher wishes to depict any evil practice in the community, he most generally selects the mercantile profession to illustrate his theory. How rarely are farmers or mechanics alluded to by either writers or speakers, when some debasing passion or pernicious example is mentioned? That merchants, as a body, are not saints, is quite evident; but that they should always be marked out, as in the cases above alluded to, does not seem honest or fair. Doubtless, in most cases the offensive figure of speech is used without any intentional injustice. Surely no one will deny that, as a class, persons engaged in commercial pursuits are liable to certain temptations, and have their peculiar dangers. But are other classes in society free from all bad qualities, and exempt from the infirmities incident to our race? We believe that even a partial examination will show that farmers and mechanics generally have certain points of character not worthy of particular commendation. We have known merchants to be in business upward of a half century, who have never had a lawsuit, though their operations extended to all quarters of the globe, and those with whom they had made bargains and contracts might be counted by thousands. How few farmers live even half a score of years without having a lawsuit as regularly as they plow their fields—and in how many agricultural districts does the lawyer occupy the best house and count as the largest tax-payer?

It is a common expression to apply to a business man, that his "word is as good as his bond;" but in how few instances do mechanics keep their word, and promptly deliver their work at the time it has been promised? We have yet to learn that the "almighty dollar" does not exert as potent an influence outside of the mercantile community as it is said to have within business circles. Every person of intelligence must, we think, acknowledge that Commerce is one of the most honorable of employments, as it is one of the great sources of national wealth and power. The records of the human race bear ample and constant evidence of the connection that has for ages existed between Commerce and intellectual improvement. As a class, too, the merchants of our country are the best informed persons in it. It is time, we think, that this constant tirade against merchants should cease. We verily believe that most clergymen could find matters worthy of imitation, in the daily walks of those of their congregations engaged in mercantile pursuits. We also believe that were two addresses made to the merchants of our city, one based upon the idea that our business men were daily and hourly doing wrong, and the other giving them credit for doing right, always and at all times—though both of these sayings would be far from the truth, we think the latter would be nearer the fact than the former. And we venture to affirm that if the scriptural test were applied to the mercantile class in our own day, as it was of old to an individual case, and the class that was without sin was to make the first assault upon the mercantile community, it would be a long while before the first attack was made; and we are quite sure the parties usually so prompt to decry the merchants would find their occupation gone by the establishment of such a test.

## INSURANCE BROKERAGE.

We are requested to supply an omission in the list of foreign insurance offices in New York, which is that of the Metropolitan, of Boston, for which James A. Requa, Esq., is the agent, Merchants' Exchange. Capital, \$200,000.

In connection with insurance, we would mention the name of Mr. Samuel Waite as insurance broker. Mr. Waite may be remembered by many of our first-class houses, as agent for *Hunt's Merchants' Magazine* for the last six years. And for the simple reason that we are willing always to lend our aid to subserve and promote the public interest by the promotion of the individual who deserves it, we say of him that our business relations with him have been such as to entitle him to this favorable public notice and commendation to our readers and the public, and we bespeak for him the share of public patronage that he merits. He has shown us the titles of several of the insurance companies that he solicits for (it may be proper to say here that his place is at 26 Merchants' Exchange, Hanover-st.,) both New York and Boston companies, the names of the directors of which are a passport to the public confidence in the institu-



tions; and it is by personal application to those to whom insurance is among their very first requirements, (to solicit of those, as he has heretofore done for subscription to *Hunt's Merchants' Magazine*), through his agency to supply to them this indispensable requirement. We are told very much of the insurance in London is done through the agency of the insurance broker.—*United States Economist*.

#### OF THE REMOVAL OF COMMERCE FROM BOSTON TO NEW YORK.

The following remarks occur in a speech of the Hon. THOMAS G. CARY, made in the Senate of Massachusetts, May 18th, 1853:—

We are told that our great commercial houses are going to New York. What is there in all that? Stated with precision, it is, not that our great houses are leaving us, but that they find it convenient to establish branches. It is the consequence of our exuberant growth. Massachusetts makes more than she wants. When there is competition among the buyers to get the goods, they come here fast enough. When we have more goods than we can readily sell, and become ourselves competitors on the other hand, we employ our outposts of agency. But purchasers usually prefer to deal with a principal rather than his agent, believing that an agent acts usually under limits that might be somewhat relaxed if the principal were on the spot. The principal, too, looks more exclusively to his own concerns than agents sometimes do, and at New York gains facilities in finance, also, that are not always to be found here. We are, therefore, only conforming to a necessity that always existed since we became manufacturers, but which is found to increase with the increase of business. Five and-twenty years ago we tried "New England Sales" here, in the sanguine belief that purchasers would assemble at stated periods and clear our warehouses in a day. But the plan was a failure. An association formed to promote it has been kept alive to this day, and holds an annual meeting, with no result but a dinner, partly paid for from a small remnant of its funds, and an annual conclusion that the channels of Commerce are not easily to be changed.

We are told that our young men are going away. So they have always been going away, from a natural spirit of enterprise, to secure that elsewhere which they could not gain here by any change of circumstances that lies within our control.

#### THE MERCANTILE DRUMMER, A SOCIAL EVIL.

Our cotemporary of the *Wall-street Journal* discourseth after this manner of the individual known in commercial parlance as the "Drummer," who is generally a native of some country town of the many States circling the Commercial Emporium:—

After passing the formula of a rustic education, he migrates to the commercial emporium as a proper field to expand the germ yet struggling in the bud. A few years subordinate employment in acquiring the art and mystery of trade, and he takes position in the active ranks of the profession, eagerly awaiting the arrival of his country acquaintance, whom he obsequiously greets in the master-like manner of a professor of human philosophy, skillfully controlling all the springs of human character and bringing them to his chameleon-like complexion. The reader must not mistake the graduated "drummer" for an ordinary stamp of clay, although much diversity exists in peculiarity of disposition and habits. Their bearing is uniform as a company of regular soldiers. The most striking characteristic is that he revolves in his own circle, and any attempt to smuggle into the ranks by one unqualified by nature would cause the intruder to fall, like chaff from wheat. The ability to explore the different channels of thought and turn their current to meet your will, belong emphatically to the "drummer."

It may be well to inquire if these high qualifications are not sometimes made subversive of the best principles of human nature. The gift of intuitive powers adds too much to the amount of moral obligation to allow an inexperienced countryman to have the wool pulled over his eyes, and be worse than a mock auctioneer, without a corresponding retribution in loss of character and health, all of which too often recoils, leaving the victim a beacon of commercial cupidity. However essential the availability of the drumming qualifications may be to promote the pecuniary interest of the merchant, he cannot be altogether forgetful of the means too frequently resorted to to fill his soul-stained coffers.

On the other hand, we have the high-minded "drummer," with honor for his chart, taking his country friend by the hand without guile, deeming it morally wrong to impose on his credulity or violate his confidence, thus adding link to link in the chain of fair dealing, until he takes his position with those who honor themselves and the mercantile profession, by adherence to those high-toned commercial principles which have carried a few through the golden gates of Commerce unscathed by knavery.

#### GOVERNMENT CONTRACTS IN RUSSIA.

A certain quantity of well-seasoned oak being required, government issues tenders for the supply of the requisite amount. A number of contractors submit their tenders to a board appointed for the purpose of receiving them, who are regulated in their choice of a contractor, not by the amount of his tender, but of his bribe. The fortunate individual selected immediately sub-contracts upon a somewhat similar principle. Arranging to be supplied with timber for half the amount of his tender, the sub-contractor carries on the game, and perhaps the eighth link in this contracting chain is the man who, for an absurdly low figure, undertakes to produce the seasoned wood. His agents in the central provinces, accordingly, float a quantity of green pines and firs down the Dnieper and Bog to Nicholaeff, which are duly handed up to the head contractor, each man pocketing the difference between his contract and that of his neighbor. When the wood is produced before the board appointed to inspect it, another bribe seasons it, and the government, after paying the price of well-seasoned oak, is surprised that the 120 gun ship of which it has been built is unfit for service in five years.

#### ELOQUENCE OF A BOSTON MERCHANT.

While the committee of merchants, says the *Boston Transcript*, were collecting subscriptions in aid of the Boston testimonial to the San Francisco rescuers, a person was called upon whose benevolence is not exactly commensurate with his pecuniary ability. He hesitated about subscribing, as he averred the testimonial should come from persons engaged in Commerce, and he was not in the mercantile business. The member of the committee, with great promptness and justice, answered in something like the following terms: "Sir, your family recently crossed the ocean as passengers in a ship. Had she met with a disaster, and a friendly boat have come to take off those on board, and refused to save all persons but the sailors, as society had adopted the rule that each class of the community must take care of its own members and no others, what would have been your feelings to have known that your daughters were lost on account of their father's distinctions in cases of relief?" This manly and felicitous appeal was successful. It was truly a word "fitly spoken."

#### PROFITABLE INVESTMENT OF A BALTIMORE MERCHANT.

A merchant in Baltimore, on Monday, January 2, 1854, finding his success in business during the past year fully equal to his expectations, drew a thousand dollars from bank, and proportioned it among the nine or ten persons employed in his warehouse, down to the porter and drayman, the latter of whom received fifty dollars, at the same time commending them for their good conduct and devotion to his interests. The persons thus complimented immediately procured a handsome silver goblet, with an appropriate inscription, which was sent to their liberal employer, accompanied by a note, in which they promised the most earnest devotion to his interests as long as they shall remain in his employ. Without doubt, the New Year's donation will prove a most profitable investment, for where men are devoted to their employer's interest, they can and will in the course of a year do much for his benefit.

#### THE USURY LAWS.

The New York *Sun* closes an article in favor of the modification of the usury laws with the following statement:—"The truth is, so long as our present usury laws stand in the way of an honest, open trade in money, so long will the cunning capitalist be the gainer, and the honest borrower the loser. The great effect of our usury laws is to make rogues, legally, of men who would rather not be rogues in the eyes of the law or of the community."

## A CASE OF LIFE INSURANCE.

A very peculiar case, says the *Rochester Union*, arising on a life policy, has recently been adjudicated in this judicial district. N. Osborne, Esq., at the instance of the late H. B. Williams, Esq., procured a policy of insurance upon his life, for some \$2,500, under these circumstances: Several risks had been taken prior to Mr. Williams leaving California, by an insurance agent in this city, and prior to the application of Mr. Osborne, which was declined. Mr. Osborne then made an application to a New York agency of a British Company, the application and certificate of Mr. Williams' health being dated September 5th. The risk was taken by the company in question, and the policy dated October 7th.

It so happened that on the evening of the very day on which the policy was issued, Mr. Williams died on the Isthmus, of cholera, of which he had been sick several days. The Company refused to pay, on the ground that Mr. Williams was unwell at the time the risk was taken. Suit was brought, and the court held that the policy was granted on the state of facts existing at the date of the application, and that the company assumed the risk involved in the subsequent lapse of time. Mr. Osborne recovered the whole amount of his claim, and the company has paid it.

## THE SUCCESSFUL MERCHANT'S HEART.

Matthis, the Levantine merchant, had spent his whole life, from his boy-time upward, in traveling for the sake of gain, to the East and to the West, and to the islands of the South Seas. He had returned to his native place, Tarsus, in the full vigor of manhood, and was reported to have amassed great wealth. His first step was to make a prudent call upon the governor, and to present him with a purse and a string of pearls, in order to bespeak his good-will. Then he built himself a spacious palace in the midst of a garden on the borders of a stream, and began to lead a quiet life, resting after the fatigues of his many voyages. Most persons considered him to be the happiest of merchants; but those intimate with him, knew that his constant companions were thought and sadness. When he had departed in youth, he had left his father, and his brothers, and his sisters, in health although poor; but when he returned, in hopes to gild the remainder of their days, he found that the hand of death had fallen upon them every one, and that there was no one to share his prosperity: and a blight came over his heart.

## FLOUR IN SACKS AND BARRELS.

In Europe flour and grain are transported in sacks instead of barrels as with us, on account of the little space they take up when empty; and the recent demand for breadstuffs has of course created a corresponding demand for sacks. The *Newburyport Herald*, referring to the anti-barrel prejudices of English traders and brokers, and that they will have nothing to do with our American flour in barrels, until it has been shot into sacks, says:—"The ceremony of shooting it is continually going on at the wharves and banks of the Thames, and furnishes daily employment to a particular class of men. There is another objection the Europeans make to barrels: from lack of the occasional movement and shaking which it undergoes in sacks, the flour settles down in them, and if untouched for a long period, has to be dug out in lumps, and pulverised again by rotating in a close wire cylinder set in rapid motion."

## THE USE OF THE RULE OF THREE.

There are exceptions to every rule but the rule of three; that is never changed. As your income is to your expenditure, so will the amount of your debts be to your cash on hand and your consequent ability to meet them. If you allow your vanity to lead you into extravagance, you must rely on something else to take you out of it; either a rich relation or the sheriff's writ. Your furniture may be less showy than that of your neighbor, but never mind. Better are cane-bottomed chairs and mahogany tables that are paid for, than spring cushions and marble mantles on a note of six months. Your coat may be less fashionable than your neighbor's; and while he is driven by a liveried coachman, you may be riding shank's horse; but, remember there is a time for balancing the books, and every purse has got a bottom. So, economize, and always remember the rule of three.

**"GOODS WELL BOUGHT ARE HALF SOLD."**

This is a common maxim of trade, but like most maxims, which are condensations of popular wisdom, it needs some comment. When are goods well bought? What is to be understood by this expression? To many cheapness is the only standard. Goods are well bought when they are purchased cheap, and not otherwise. To accomplish this is their great passion, till they often become blinded to other considerations which should ever be in the mind of the trader, such as quality, seasonableness, and adaptedness to the wants of the people. To buy well is no easy work. It is not to run the rounds of inquiry to see whose prices are the most "liberal" in merely one sense, but it requires honesty, integrity, comprehensiveness, and a self-reliance that says, "I know my own business, what my customers want, what will be in demand at any given time in my vicinity, and what is the market value." A man who has nobler ends in view than merely to buy cheap, will meet with a treatment from respectable merchants which the "hard customer" can never receive. The old picture is true to the letter in our day: "It is naught, it is naught, saith the buyer! and straightway he goeth his way and boasteth." He haggles and disputes, depreciates the goods he examines, and pretends not to want what he must have, and is only suited when he has driven "a close bargain." And then he boasts—proclaims how low he has bought his goods, and how low he can sell them. But often all that is low about the matter was his manner of dealing, for there is more boasting on the part of the seller than on his part, that the biter has been bitten. Too many depend on a kind of shrewdness which is but one remove from duplicity and crime; but they soon become known, and then they get the worst of the bargain.

It is best to buy as honorable merchants sell—with manliness and with a fair regard for the essential principles of the true mercantile character. Every trader is interested in something besides good bargains. The honor of the business world is to be regarded. Character is something of inestimable worth. Influence is to be thought of. And a man should ask himself into what scale he is casting the weight of his manner of doing business, and should assure himself that he never buys well when he acts on false principles of trade, which tend to make trade but a trial of skill at trickery and deception.

**HOW A BOSTON MERCHANT DISPOSED OF THIRTY THOUSAND DOLLARS.**

One of the wealthy merchants of Boston, says the *Transcript*, whose death last year was universally mourned, often told his friends an anecdote in his own experience, and which was recommended to all those who desired to enjoy a serene old age, without allowing their wealth to disturb their peace of mind. He said that when he had obtained his fortune, he found he began to grow uneasy about his pecuniary affairs, and one night, when he was about sixty years of age, his sleep was disturbed by unpleasant thoughts respecting some shipments he had just made. In the morning, he said to himself, "This will never do; if I allow such thoughts to gain the mastery over me, I must bid farewell to peace all my life. I will stop this brood of care at once, and at a single blow." Accordingly, he went to his counting room, and upon examination found he had \$30,000 in money on hand. He made out a list of his relatives and others he desired to aid, and before he went to bed again he had given away every dollar of the thirty thousand. He said he slept well that night, and for a long time after his dreams were not disturbed by anxious thoughts about vessels or property.

**CAPITAL FOR YOUNG MERCHANTS.**

It is a consolation for all right-minded young men in this country, that though they may not be able to command as much pecuniary capital as they would wish to begin business with, yet there is a moral capital they can have, that will weigh as much as money with people whose opinion is worth having. And it does not take long to accumulate a respectable amount of this capital. It consists in truth, honesty, and integrity; to which may be added decision, firmness, courage, and perseverance. With these qualities there are few obstacles which cannot be overcome. Friends spring up and surround such a young man as if magic. Confidence flows out to him, and business accumulates on his hands. In a few years such a young man is in advance of many who started with him. Moral capital is the thing after all.



## THE BOOK TRADE.

- 1.—*The Priest and the Huguenot; or Persecution in the Age of Louis XV.* From the French of M. BANGENER, author of the "Preacher and the King." 2 vols. 12mo., pp. 408 and 480. Boston: Gould & Lincoln.

It has been the design of this author, who is a clergyman of the Reformed Church of Geneva, to exhibit in his writings the religious aspects of France, from the age of Louis XIV. to the close of the last century. The first of his series has been published, and the second is contained in these volumes. The third, entitled "Voltaire and his Times," is about to be published in England, and the fourth is nearly completed by the author—thus presenting in a very graphic manner the state and relations of French Protestantism from the time immediately preceding the Nantz Edict down to the beginning of our own day. The reader who possesses an interest in such a general subject will be greatly gratified with these volumes. The intimate knowledge which they display of French life and manners, and especially of the condition of genuine Christianity in the French capital through a long and brilliant period, cannot fail to make a deep impression.

- 2.—*The Partisan: a Romance of the Revolution.* By W. GILMORE SIMMS, Esq. New and Revised Edition. 12mo., pp. 531. New York: Redfield.

The reputation of Simms is well established, and his merit as a writer extensively known. In this tale of the Revolution, the reader is presented with some of the most stirring scenes of that period which were transacted at the South. It is not merely a local chronicle, embodying traditionary heroes; the personages are, many of them, names well known to the world. In thus weaving fiction on the borders of fact, the author has had many important particulars relating to individuals to manage, which he has done with more than ordinary skill. We are gratified to see this new and revised edition of one of the best tales of the old times at the South which we possess. It is in good style, and will be read with renewed pleasure by those who have met with it before, while to younger readers it will be as fresh and entertaining as a first edition.

- 3.—*The American Statesman; or Illustrations of the Life and Character of Daniel Webster.* Designed for American Youth. By Rev. JOSEPH BANVARD, author of "Plymouth and the Pilgrims," "Romance of American History," &c., &c. 18mo., pp. 334. Boston: Gould & Lincoln.

Mr. Banvard, availing himself of the previously published memoirs and notices of the life and character of the great American statesman, has grouped the most interesting and important events which occurred in his history, and presented them in a very attractive and readable form. The commendable traits of his subject are held up for the admiration and imitation of American youth, and he has succeeded in preparing a work which every American patriot will be pleased to have his children read.

- 4.—*The Writings of Thomas Jefferson: Being his Autobiography, Correspondence, Reports, Messages, Addresses, and other Writings, Official and Private.* Vol. 2. 8vo., pp. 598. New York: John C. Riker.

We noticed at some length in a former number of the *Merchants' Magazine* the first volume of this work. It will probably be completed in nine or ten volumes during the present year. The work is published, as our readers are aware, we presume, by order of the joint Committee of Congress on the Library, from the original manuscripts deposited in the Department of State. This volume is devoted to a continuation of Mr. Jefferson's letters while in Europe, from 1784 to 1790. Each volume contains a table of contents, and a copious index, with explanatory notes prepared by H. A. Washington, Esq., the editor.

- 5.—*Helen Mulgrave; or, Jesuit Executorship: being Passages in the Life of a Seceder from Romanism.* An Autobiography. 12mo., pp. 312. New York: De Witt & Davenport.

A story of considerable power, designed to show the evils of the Roman Catholic religion.

- 6.—*Anecdotes of Painters, Engravers, Sculptors and Architects, and Curiosities of Art.* By Shearjashub Spooner, A. B., M. D., author of "A Biographical and Critical Dictionary of Painters, Engravers, Sculptors, and Architects, from ancient to modern times." 3 vols., 18mo., pp. 933. New York: George P. Putnam & Co.

These volumes contain nearly eight hundred anecdotes and sketches of art and artists. The trials, misfortunes, achievements and exaltations of men of genius and fine sensibilities are here grouped together in a readable form. The work is not a mere compilation or re-publication of anecdote, but contains a vast amount of original matter, and many interesting and instructive portions of the history of art. Dr. Spooner has devoted himself to the pursuit of illustrating art with a zeal and industry seldom equaled in any of the varied occupations and pursuits of life; and we are told that his labors have not been assumed through any mercenary or selfish motives. Of one thing we are quite sure, that the same talent, industry and perseverance invested in commercial pursuits would have insured him a fortune.

- 7.—*Putnam's Monthly Magazine of American Literature, Science and Art.* Vol. II, July to December, 1853. 8vo., pp. 690. New York: George P. Putnam & Co.

It must be gratifying to the enterprising publisher of this interesting periodical to know that its general management and the character of its contents have been such as to meet the cordial approval of a large majority of the most judicious and intelligent readers. It is stated in the preface to the volume before us, that of 980 articles received the volumes completed contain only about one in ten. The standard value of this magazine should secure it a place in each of the ten thousand School District Libraries of the State of New York.

- 8.—*The Lost Prince.* Facts tending to prove the Identity of Louis the Seventeenth of France and the Rev. Eleazar Williams, Missionary among the Indians of North America. By JOHN H. HANSON. 12mo., pp. 479. New York: G. P. Putnam & Co.

The object of this work is to group together the circumstances which tend to prove that in the person of a venerable clergyman of the Episcopal Church there is still living, in America, the representative of the ancient glories of the French monarchy. The subject, when first broached in *Putnam's Monthly*, excited great interest; and we are glad the author has undertaken the labor of investigating the subject, and done it so thoroughly.

- 9.—*The Works of Joseph Addison.* Vol. 3. 12mo., pp. 874. New York: George P. Putnam & Co.

The present volume contains the *Freeholder*, with Swift's notes on the same; the *Plebeian*, by Sir Richard Steele, with the *Old Whig*, by Mr. Addison; the *Tattler*; the *Guardian*; and the *Siren*. This is, as we have before stated, the most complete edition of Mr. Addison's works heretofore published either in England or the United States. No well-selected library can be anything like complete without Addison's writings.

- 10.—*Lyrics from "The Wide, Wide World."* The words by W. J. BELLAMY, the music by C. W. GLOVER. 8vo., pp. 50. New York: George P. Putnam & Co.

This book contains half a dozen poems, set to music, with titles as follows: The home where changes never come—My own, my gentle mother—The snow-storm, (a duet)—The wood ramble—Lovely, lovely all below; and, Calmly, brightly, day is fading.

- 11.—*The Potiphar Papers.* Reprinted from *Putnam's Monthly*. Illustrated by A. HOPPIN. 12mo., pp. 256. New York: Geo. P. Putnam & Co.

These piquant papers, seven in number, have been reprinted in a beautiful style. "Our best society in New York" is presented, or rather portrayed to the life, in these exceeding clever sketches. The illustrations of Hoppin are capital.

- 12.—*Ellen Montgomery's Book Shelf.* By the author of "The Wide, Wide World," "Dollars and Cents," &c., &c. New York: G. P. Putnam & Co.

"Carl Krinker: his Christmas Stories," is the third interesting and instructive series of tales for the young, by the gifted author of "The Wide, Wide World," and her sister.

- 13.—*Similitudes.* By LUCY LARCOM. 18mo., pp. 103. Boston: J. P. Jewett & Co.

Forty beautiful similitudes, happily illustrated in chaste and apposite words, each inculcating some moral, religious, or social grace.

- 14.—*Hypatia; or New Foes with an Old Face.* By CHARLES KINGSLEY, Jr., Rector of Eversley. 2 vols. 12mo., pp. 301 and 325. Boston: Crosby, Nichols & Co.

Those who have read the "Alton Locke" and "Feast" of Mr. Kingsley will not forego the intellectual riches the present work has to offer. It is well remarked by a cotemporary, that in human sympathies, and in earnestness of purpose, Mr. Kingsley stands far before our own novelists. This may be observed in the present volumes, in which there seem to be two prominent objects kept in view. The danger of doing evil that good may come, is shown in the unjustifiable excesses into which Cyril was led by his sincere fanaticism in behalf of the Church. The example of Hypatia is taken to indicate the fatal effects which may result to vital religion by the introduction of the refinements of mysticism and the eclectic philosophy. These perils which beset men at that time, the author regards as equally threatening in our own century. As an effort of creative power and genius, Hypatia is regarded as more creditable to the author than any of its predecessors, not excepting Alton Locke.

- 15.—*Hot Corn: Life Scenes in New York Illustrated.* Including the Song of Little Katy, Madalina, the Rag Picker's Daughter, Wild Maggie, &c. With original designs, engraved by N. Orr. By SOLON ROBINSON. 12mo., pp. 408. New York: Dewitt & Davenport.

The "Hot Corn Stories," published from time to time in the Tribune, and many more like them from the same powerful pen, have been collected and published in a handsome volume of more than four hundred pages. Several of our public journals have denounced this strikingly effective book in no measured terms, while the press generally speak of it in terms of the highest commendation. It certainly exposes, in a most simple and unaffected style, to "open day, the hidden effects by rum;" and as an expose of life among the lowly and the poor of New York, it will be read with deep interest in all parts of the country. Indeed we are told that it has already reached a sale of forty thousand copies.

- 16.—*On the Use and Abuse of Alcoholic Liquors in Health and Disease.* By WM. B. CARPENTER, M. D., F. R. S., Examiner in Physiology in the University of London, Professor of Medical Jurisprudence in University College, and author of "Principles of Physiology," &c., &c. With a preface by D. F. Condie, M. D., Secretary of the College of Physicians of Philadelphia, and author of "A Practical Treatise on the Diseases of Children," &c., &c. 12mo., pp. 178. Philadelphia: Blanchard & Lea.

This essay received the prize of one hundred guineas. It was unanimously selected as the best from fifteen different essays transmitted to the adjudicators, three of the most distinguished medical men in London, together with Prince Albert and the Duke of Cambridge. The subject is discussed with great ability, and the conclusions of the learned author will meet the approval of every friend of science and humanity.

- 17.—*Sketches of the Irish Bar.* By the Rt. Hon. RICHARD LALOR SHIEL, M. P. With a Memoir and Notes, by R. Shelton Mackenzie, D. C. L. In 2 vols. 12mo., pp. 768. New York: J. S. Redfield.

These sketches were originally published in a periodical, and they are now first collected by Dr. Mackenzie. They are deeply interesting, coming as they do from one of the most brilliant orators of Ireland. The sketches are of a threefold character. Some individual, relating to public men; some to the practice of the Irish Bar, as exhibited in reports of interesting criminal cases; and the third class to narratives of public events connected with the cause of civil and religious liberty in Ireland. The memoir by Dr. Mackenzie, though brief, is quite comprehensive, and the copious notes which are scattered over the volumes add materially to the value and interest of the work.

- 18.—*Uncle Sam's Palace; or the Reigning King.* By EMMA WILLMOTT. Illustrated by Billings. 12mo., pp. 308. Boston: B. B. Mussey.

A temperance tale, designed to gain friends to the Maine liquor law. The leading character is a wholesale liquor merchant, whose place of business is on one of the most central wharves in one of our commercial marts. The aim of the author is to portray the effects of the liquor traffic on those who are engaged in it, rather than on those who support it. It is written in a spirited and pleasing style, and its truthful and graphic delineations must secure for it many readers who even doubt the efficacy of legislating men into temperance.

- 19.—*Isaac T. Hopper: A True Life.* By L. MARIA CHILD. 12mo., pp. 493. Boston: John P. Jewett & Co.

Mrs. Child's acquaintance with the subject of the memoir, and her appreciation of his noble character, give the reader a deep interest in the *True Life* so finely depicted in these pages. A prominent portion of the book, consisting of the narratives and anecdotes of fugitive slaves, were originally written by himself, but were remodeled by the pen of the authoress. These acts were closely allied to him, being a part of his life. The biography exhibits an intrepid philanthropy, an uncompromising integrity, and true Christian sympathy, which we seldom see so beautifully blended in one character, verifying the remark of a friend, at his death—"that his life was an unbroken history of beneficence." The memoir, so finely written, with its narratives of the trying incidents of his humble Quaker life, has all the interest of a romance. It will be interesting to children, and no adult can ponder aright these pages without being impressed with the goodness and greatness of true philanthropy.

- 20.—*Pulpit Portraits, or Pen Pictures of Distinguished American Divines.* With Sketches of Congregations and Choirs, and Incidental Notices of Eminent British Preachers. By JOHN ROSS DIX. 12mo., pp. 256. Boston: Tappan & Wetmore.

Mr. Dix is known to the literary world as the author of a number of popular works published in England and America. He is an Englishman by birth, but has resided in the United States for several years past. His "*Passages from the History of a Wasted Life*," noticed in a former number of this Magazine, it is said, is from his own sad and sorrowful experience. His "*Pen-and-Ink Sketches*," "*Pen Pictures of English Preachers*," were quite popular, and his "*Life of Chatterton*" a work of rare merit. The present volume will add to his reputation as a graceful and graphic limner of pulpit orators in this country. His description of the Beechers, Dr. Cox, Bethune, and some others of that ilk, will strike those familiar with their character and style of oratory as faithful and well drawn.

- 21.—*Haps and Mishaps.* A Tour in Europe, by GRACE GREENWOOD. 12mo., pp. 487. Boston: Ticknor, Reed & Fields.

This accomplished authoress, in this new work, gives to her readers an account of a year's tour in Europe. Although so many travelers have related their impressions of the same places, yet we find in this volume a new interest, awakened by the animated and glowing descriptions of this classic ground, growing out of the enthusiasm and deep appreciation of the historical associations which the authoress feels, and which she inspires in the mind of the reader. The book cannot fail of interesting the reader; its naturalness and beautiful style of description, with the many delightful incidents and little gems of thought which mark the journey through, will make the work not only acceptable, but highly instructive and entertaining.

- 22.—*The Recalled, in Voices of the Past, and Poems of the Ideal.* By JANE ERMINA LOCKE. 18mo., pp. 246. Boston: James Munroe & Co.

A collection of poems upon various subjects, some of which exhibit a true poetic talent. The versification is good, and many of the pieces show a purity of sentiment and deep religious feeling which commends them to the reader, as do the ease and naturalness which characterize many of the poems. Take them as a whole, they are exceedingly meritorious, and deserve much commendation. May the writer meet with the appreciation she deserves.

- 23.—*Vasconcelos, or Romance of the New World.* By FRANK COOPER. 12mo., pp. 531. New York: J. S. Redfield.

As a historical romance, embodying a very curious and interesting progress during a very striking period in modern discovery, this work will be read with interest by all who desire to increase their familiarity with one of the most magnificent episodes in American history. It is written in a spirited and vigorous style, and will compare favorably with works of fiction published at home or abroad.

- 24.—*Poems and Parodies.* By PHEBE CAREY. 18mo., pp. 200. Boston: Ticknor, Reed & Fields.

The poems are simple. Many of them have merit, and the verse flows easily and naturally. The "*Parodies*" are not so good as the "*Poems*." They are to be commended, however, for their variety, and show considerable poetic ingenuity and talent though not of the highest order.



- 25.—*The Old Brewery, and the New Mission House at the Five Points.* By Ladies of the Mission. 12mo., pp. 304. New York: Stringer & Townsend.

This volume gives a description of the Old Brewery, and the causes which resulted in its demolition; also the erection of the new Mission House, on the site of this wretched landmark of vice and degradation. The Home Missionary Society present to the public a history of their operations, showing the success which has crowned their efforts in this mission of mercy to the most benighted part of New York, and the many discouragements with which the undertaking was carried on. The book cannot be read without edification. The thrilling incidents recorded exhibit cases of reformation where almost every spark of goodness seemed extinct. They are no fictitious stories, but facts which hundreds are ready to attest. The simple annals are given by the Society as the best exponent of its operations, and their results so far. The perusal of the volume will be profitable to all interested in active benevolence and Christian charity.

- 26.—*The Hydropathic Family Physician; a Ready Prescriber and Hygienic Adviser, with reference to the Nature, Causes, Prevention and Treatment of Diseases, Accidents and Casualties of every kind.* By JOEL SHEW, M. D. Illustrated with nearly three hundred engravings. 12mo. New York: Fowlers & Wells.

Dr. Shew was, we believe, the first to introduce hydropathy, or the water-cure, into the United States, and has written and published here some dozen works on the subject, which have obtained a wide circulation. A system which has for its prophylactics and medicaments water, air, exercise, and diet, is undoubtedly the greatest of all medical improvements known to man. The present work is designed for popular use, and it seems to have been Dr. Shew's object to make it the most full and explicit with reference to the nature, causes, symptoms, and treatment of diseases and accidents ever before published. The work covers over eight hundred pages, and probably contains all the improvements and discoveries that a long and successful practice have suggested, not only to the author's mind, but to the most scientific men who have adopted the system in other countries.

- 27.—*The Young Voyageurs; or the Boy Hunters in the North.* By Captain MAYNE REID, author of the "Boy Hunters," "The Desert Home," &c. With twelve illustrations, by Harvey. 18mo., pp. 360. Boston: Ticknor, Reed & Fields.

In the "Boy Hunters" Captain Reid illustrated the *fauna* of the temperate zone of the American continent. In the present work, the "Young Voyageurs" make a grand journey through the "fur countries," where they meet with nearly all the wild creatures that inhabit that cold and desolate region. In illustrating the habits and history of God's wild creatures, the author has often selected only their more peculiar characteristics. The "Young Voyageurs" will, we predict, be as popular as the "Boy Hunters;" and we may add that it is as replete with interest as any of the previous works of its author.

- 28.—*Clovernook; or, Recollections of our Neighborhood in the West.* Second series. By ALICE CAREY. 12mo., pp. 364. New York: J. S. Redfield.

Those who have read and admired the volume previously published under the title of "Clovernook," will not be influenced by anything we can say of the present volume, farther than that it is equal in value and interest to that which preceded it. To others we will say that Miss Carey's sketches are graphically drawn, in chaste and appropriate words. To the amusing and characteristic she adds, in an eminent degree, the graceful and the instructive.

- 29.—*Scenes from the Life of an Actor.* Compiled from the Journals, Letters, and Memoranda of the late Yankee HILL. With original illustrations, engraved on wood by J. W. ORR. 12mo., pp. 246. New York: Garrett & Co.

We knew Yankee Hill, as he was familiarly termed, well, and a more genial, generous hearted man never lived. The present volume embodies many interesting and pleasing reminiscences of his life, mainly derived from his journals, letters, and memoranda, and is withal one of the most interesting and attractive publications of its class that has been published in a long time.

- 30.—*The Boston Almanac for 1854.* Boston: J. P. Jewett & Co.

This is one of the best works of its class published. It contains, among other things of interest, a business directory, embracing the name and place of business of firms or individuals engaged in the different branches of trade and manufactures, classified and arranged under appropriate heads.